

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXX., No. 14.]

SATURDAY, APRIL 4, 1874.

[WHOLE No. 1,980, VOL. XLVII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

|  |          |
|--|----------|
| The Public and the Trunk Line Railroads..... | 417      |
| Chicago and Alton Railroad.....              | 418      |
| Philadelphia and Reading Railroad.....       | 420      |
| The Coal Trade of the United States.....     | 422      |
| Allegheny Valley Railroad.....               | 422      |
| Texas Railroad.....                          | 423      |
| Internal Seaboard Navigation.....            | 425      |
| Commendable Action of Gov. Hartranft.....    | 425      |
| Arkansas Railroad Aid Bonds.....             | 425      |
| Dividend and Interest Tables.....            | 424, 426 |
| Railroad Share List.....                     | 434      |
| Stock Exchange and Money Market.....         | 441      |
| Atlantic and Lake Erie Railway.....          | 443      |

## American Railroad Journal.

New York, Saturday, April 4, 1874.

### The Public and the Trunk Line Railroads.

President Thomson, of the Pennsylvania Railroad Company, in submitting to the shareholders the Annual Report of the Directors, takes occasion, under the head of "General remarks," to allude to some of the prominent topics relating to internal transportation, now very widely discussed, more particularly the cost of moving agricultural products to the seaboard, the conditions of canal competition with railroad lines, and the practical bearing of the policy of stock "watering." These observations have great value both from the fact that they are very ably presented, and are besides the testimony of the chief officer of one of the largest transportation corporations in the country, whose ramified lines are spread over the western States, where the burden of the farmers is alleged to be insupportable. The perusal of the Pennsylvania Company's Report will have uncommon interest for the thinking public at large, as well as for the stockholders immediately addressed.

This discussion of two or three topics upon which it was supposed railroad men would be reticent, by the chief of their number, is timely; and the subject has been well presented in the Report before us. It states, for example, in regard to that portion of the freights which constitutes the bulk of the eastward bound, and upon which

great stress is laid by the farmers and their representatives:

"A close examination of the accounts of this company will show that its charges for freight upon agricultural products scarcely bear the expenses of transportation, and on many items the charges for transportation are below actual cost, leaving for the conveyance of the aggregate tonnage of agricultural products little or no profit to the railroad company; this is largely due to the irregularity of its movement, and the comparatively small amounts of back-loading obtained, as four-fifths of the cars return empty. The profits of the company from this source are almost wholly derived from the transportation at higher rates of the valuable articles, which the sale of these products enables the merchants and farmers to purchase in the East for consumption at home. If the shareholders of the Eastern Trunk Lines relied upon the direct profits from the carriage of agricultural products for dividends they would be disappointed in their expectations."

This testimony is in conformity with other statements which have recently been made public. It is well known that there has lately been a sharp competition between the rival trunk lines for the carriage of breadstuffs and field products. During the past three years this rivalry has been conspicuous in the items of wheat, flour and live-stock. It is quite apparent that when the lakes are open, the railroad charges are limited by the water rates. But Mr. Thomson goes further; he shows that the average charges on the Pennsylvania Railroad have fallen from 2.46 cents per ton per mile, in 1864, to 1.41 cents in 1873; so that it is a fact, established by one of the great trunk lines, that the rates of transportation are gradually and steadily being lowered, and that the public are deriving the benefit of every new improvement in railroad operation, and in the growth of the volume of traffic. This statement is corroborated by the Report of the Massachusetts Railroad Commission; whose chairman, an able man, in many respects, destroyed much of the value of his Report, by interweaving a puerile hobby, borrowing the habiliments of Herbert Spenser's Evolution Theory, for application to railroads, where it has no sort of propriety. Nevertheless, the fact ought to be more widely circulated that railroad fares and freights are steadily getting less; that competition is keen enough now to give to the public the smallest advantage which applied science, or

massed capital can win. On the subject of profits over and above the actual investment of capital, the Report has a few excellent words:

The process of "watering" railway stocks—that is, the increase in the capital stock of the company by the issue of shares unrepresented by actual property—so much complained of by the public, is very unusual. Even the increase of shares made by the New York Central Railroad Company, so frequently alluded to, was made upon the same principles adopted by every merchant if at the end of each year the stock of merchandise he may have had on hand had materially advanced in value, as was the case with the real estate of the company, and the addition to its works paid out of the net profits of the railway."

President Thomson might have gone further. He need not have confined his remarks to the New York Central and his own corporation. In a general way, what is to prevent the owner of a railroad from taking advantage of the rise in value of his species of property, and putting up its price in just the same manner as the owner of a farm, a store or a mill—no matter whether that rise grows out of the natural increase in population and wealth, or through the use of a debased currency; from superior foresight or sagacity, or from any other cause? Nor does it make any difference to the public whether the owners call the cost of a road ten or twenty millions; whether the ownership is split up into ten thousand or twenty thousand pieces. If the road is paying dividends it is because it is fairly earning them; and if it is not, then the practice does neither good nor harm. In other words we must stand on the broad principle that railroad transportation like other pursuits is entitled to all it can earn by the laws of trade.

This reference to the New York Central Company's capital account is a kindly mention of a great rival, or ally; and while true enough, in itself, leaves unnoticed that other great example of diluted capital, the New York and Erie Company, which has never derived the first dollar of benefit from its enormous inflation of shares. The difference in territory, in grades, in management, and in resources, or all combined, account for the different results to the shareholders between these neighboring and interlacing lines; for "stock watering" does not seem to serve both alike.

The application of this remark to the other great trunk line further South is particularly felicitous, and was, no doubt, deliberate. It has been the boast of the Baltimore and Ohio Company that it had accumulated and invested a large surplus out of its earnings, (amounting last year to 29 millions,) and this circumstance has led many persons to inquire why the Maryland line, with its steep grades, sparse population and few connections, should be apparently more productive than its neighbor, in Pennsylvania, whose advantages in grades, population, minerals, and connection were so manifold? Mr. Thomson illuminates this point. The Pennsylvania corporation has been profitable almost from the first year of its operation, and the profits have been regularly divided among its owners; the dividends in the last twenty years having averaged nearly 10 per cent. The Maryland Company, on the other hand, pursued a different course. For the first twenty years it paid next to nothing in dividends. At the outbreak of the war the concern was virtually broken down. Since that period, and especially during the struggle, its profits were large; yet so imperative were the needs of western connecting lines that the managers deemed it best to forego large dividends in order to perfect their system of feeders. The most valuable part of its works, the Washington Branch, has now a competitor in the hands of the Pennsylvania Co. There is then, no comfort to be drawn from the capital account of the Baltimore Company; and it would not be surprising if the Directors should, at an early day, be asking for authority to issue additional shares for the surplus invested in tributary works and improvements, of which a minute account is kept.

With the statement of President Thomson that

"The facilities for transportation between the East and West are now in excess of the demands of the public, and the construction of any additional avenues for through traffic would, from the causes already stated, rather tend to increase the cost of moving freight than otherwise, and no new avenue could be built at this time that would not greatly exceed, in actual cost of construction, those now in existence in consequence of the advance in price of labor and materials,"

we may agree provisionally. It is doubtful, however, if the present lines, even with all the contemplated improvements to them completed, would long suffice. For a year back they have been sufficient; but by the time new lines could be built there would be business for all. The interchange of commodities between the Mississippi region and the seaboard is merely in its infancy.

On the subject of canals the few words used in the Report:

"Experience seems to have developed the fact that no system of canals can now be worked profitably at their original cost in competition with railways, unless they are located like the Chesapeake and Delaware and Delaware and Raritan canals, connecting navigable rivers, and between great commercial centres."

are all that are necessary. It is conceded by everybody who has not a "plan," that the age of canals, for long internal transport, has passed. Only in the cases where two long water-ways are to be connected by a short artificial channel, as, for example, across a narrow isthmus, or around some rapids or other obstruction, can canals be made serviceable or profitable.

#### Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1872 and 1873, were as follows:

|   | 1872.          | 1873.          |
|---|----------------|----------------|
| From passengers....   | \$1,329,714 83 | \$1,379,425 71 |
| " freight.....  | 8,607,604 90   | 8,997,401 76   |
| " express.....  | 94,868 65      | 98,651 35      |
| " U. S. mail....  | 77,171 64      | 77,871 86      |
| " miscellaneous..   | 46,927 69      | 43,930 59      |
|   | \$5,156,325 71 | \$5,497,540 77 |
| Expenses, viz:  |                |                |
| Conducting transp...  | \$902,508 95   | \$999,719 27   |
| Motive power.....   | 910,273 49     | 907,508 95     |
| Maintenance of way..  | 861,575 64     | 869,390 29     |
| " cars.....   | 335,214 88     | 345,663 97     |
| Taxes.....  | 128,858 30     | 121,595 68     |
| General expenses....  | 188,747 01     | 132,376 76     |
|   | \$3,277,178 27 | \$3,376,254 87 |
| Net earnings....  | \$1,879,147 44 | \$2,121,285 90 |
| Add balance to credit of income account, December 31, 1872..... |                | 303,773 15     |

Total to be accounted for.... \$2,425,059 05

#### Disbursed as follows:

|   |              |
|---|--------------|
| Interest on bonds.....  | \$333,257 81 |
| Interest on scrip, convertible September 1, 1875.....         | 71,410 57    |
| Payments to sinking funds.....                                | 85,000 00    |
| Rent paid Joliet & Chicago R.R. Co.                           | 137,127 19   |
| Rent paid St. Louis, Jacksonville and Chicago R. R. Co.....   | 240,000 00   |
| Rent paid Louisiana and Missouri River R. R. Co.....          | 138,369 96   |
| Dividends, March and September, 1873, five per cent each..... | 1,135,080 00 |
| Balance December 31, 1873.....                                | 284,813 62   |

Total, as above..... \$2,425,059 05

The gross receipts from traffic were \$341,215 06 or 6.62 per cent, and the net receipts \$242,188 46 or 12.88 per cent more than during the preceding year. The operating expenses (exclusive of taxes) amount to 59.20 per cent of gross receipts; including taxes, 71.41 per cent. During the year 1872, the operating expenses were 61 per cent and 63.6 per cent respectively.

Eight hundred and twenty-nine thousand eight hundred and seventy-six passengers were transported during the year, an increase of 7.43 per cent over the number during the preceding year. The proportion between through and local passengers being 5.62 per cent of the former, to 94.38 per cent of the latter.

The gross receipts from passenger traffic show an increase of 3.74 per cent over those of 1872. The average fare paid per passenger was one dollar and sixty-six cents, being six cents less than the average of the preceding year.

The aggregate tonnage of freight transported is 3,284,880,748 lbs., an increase over that during 1872 of 2.48 per cent.

The proportion between through and local freight being 9.3 per cent of the former to 90.7 per cent of the latter.

The coal traffic of the year, which is included in the above statement, amounts to 549,245,388 tons; an increase compared with that of the preceding year of 14.52 per cent.

Coal is mined at about one-half of all the stations upon the main line between Wilmington and E. St. Louis—a distance of 227 miles—and also at many stations upon your branch lines.

The increase of gross receipts from freight traffic, amounts to about 8 per cent compared with that of 1872.

Your property has been in all departments, maintained in first-class condition, and is fully equal to that of the best western railways; 5,294 tons of steel rails, 1,210 tons of iron rails, 140 tons of track spikes, 257 tons splice bars and bolts, and 175,000 cross-ties have been used in repairs of track.

Three miles and three-fifths of a mile of additional side tracks and fifteen and one-half miles of

second or double tracks have been constructed during the year.

The necessary grading for completing a continuous double main track between Chicago and Joliet has been completed.

Grading is in progress for a second track from Joliet to Wilmington, including the reduction of the heavy grades on that section of the road.

That work will be completed by the 1st of May and thereafter trains between Odell and Chicago when moving north (in the direction of the heaviest traffic) will not ascend any inclination exceeding 24 feet to the mile, and in going south none exceeding 36 feet to the mile—at present several grades exceeding 50 feet to the mile are encountered. This important improvement will enable engines to move much larger trains and greatly reduce the cost of operating upon that part of your lines on which there is the greatest accumulation of traffic.

The continued substitution of steel in place of iron rails, as the latter become worn out, is deemed no longer an experiment. It is fully demonstrated to be true economy. We have, at the close of the year, one hundred and six miles of single main tracks and sixteen miles of double tracks laid with steel rails. Upon the 649.1 miles of railway operated there is an aggregate of 46 miles of double track and in addition 96.6 miles of side tracks. The double track is in three sections upon the main line between Odell and Chicago. It is important that it should be made continuous so as to complete a double track railway for the entire distance of 82 miles where a very heavy traffic renders it necessary, and it is hoped that in the course of the present year that will be accomplished.

At the close of the year the number of locomotives and cars upon your lines was as follows: Locomotives, 155; Pullman Palace sleeping cars 12, dining cars 5, passenger coaches 58, baggage cars 4, baggage and mail 9, baggage and express 4, express cars 7, house freight cars 1,614, combination (house and stock cars) 151, stock cars 397, platform cars 764, drovers' cars 23, tool and wrecking cars 6, paymaster's car 1. Whole number of cars 3,038.

The number of miles run by locomotives during the year was 3,983,560—an increase of 81,458 miles, or 2.1 per cent over the number of miles run in 1872.

The cost per mile run compared with that in 1872, is as follows:

|                    | 1872.       | 1873.       |
|--------------------|-------------|-------------|
| Repairs.....       | 6.12 cents. | 6.08 cents. |
| Wages.....         | 6.59 cents. | 6.43 cents. |
| Fuel.....          | 7.34 cents. | 7.08 cents. |
| Oil and waste..... | 0.86 cents. | 0.82 cents. |
| Cleaning, etc..... | 1.20 cents. | 1.06 cents. |

Total..... 22.11 cents. 21.52 cents.

Showing a reduction of 5.9 mills per mile.

The amount of coal consumed was 91,331 tons or about 300 tons per day. The amount of wood consumed was 12,933 cords or 41 cords per day. The distance run by engines per ton of coal averages 37.66 miles, and per cord of wood, 40 miles.

Experience in operating the "leased lines" during the past year, has demonstrated the following results:

The Joliet and Chicago Company is paid a fixed rental, and no separate account of the earnings of that line has been kept, but the lease is known to be a profitable one to your company. The net earnings from the traffic of the St. Louis, Jacksonville and Chicago line during the year amounted to \$399,429 50 from which, after deducting the amount of rent paid (\$240,000), there remains a net gain to your company of \$159,429 50. A similar computation based upon the traffic and rent paid for the use of the Louisiana and Missouri River Road, shows a loss of \$51,174 29.

The necessity for the construction of a bridge over the Mississippi River to connect your lines at Louisiana, was shown in our last annual report. To accomplish that object, the Mississippi River Bridge Company was duly organized, and after some delay occasioned by the opposition of the

"steamboat interest," the plans submitted by the company were approved by the Secretary of War as required by law, and the company was at liberty to proceed with the work. The construction of the bridge was commenced on the 30th day of June last, and completed so as to admit of its use for the passage of trains on the 24th of December. The entire work having been accomplished in less than six months at a cost, including dykes, approaches, etc., of \$685,000.

The bridge is 2,042 feet in length. The superstructure is of wrought iron, and rests upon piers and abutments of masonry of the most substantial character.

The approaches consist of solid embankments of earth, protected by Rip Rap; their aggregate length is 5,000 feet. The width of the river at the bridge line is (when within its banks) 3,900 feet. The draw-section of the bridge is 446 feet in length, and in conformity to the Act of Congress, is arranged to provide two openings, each 200 feet in the clear for the passage of boats. The entire capital stock of the Mississippi River Bridge Company is owned by and held in trust for your company, and the management of the property is wholly under your control.

The General Assembly of the State of Illinois, at its last session, passed an act prescribing rules for the operation of railways, which were designed as remedies for supposed evils relative to railway management, and to enhance and secure the interest of shippers and producers, without, as we think, due regard to your rights. The complaints against Railway Companies have been, in most instances, without just foundation, but, nevertheless, a large number of persons believed otherwise, and that supposed grievances would be remedied by an observance of the rules prescribed by the act. While the act referred to is manifestly unconstitutional, and will doubtless be so declared by the courts; still we thought that a better understanding might be had relative to proper relations between railways and their patrons, by making the experiment of a fair trial of the rules prescribed by the act. We were satisfied that the interest of all parties would suffer therefrom in some degree, but we deemed it important that the result of a fair trial should be known to the public. So far as the act prescribes a rule for fixing rates to be charged for transportation, it proceeds upon the principle that no account shall be taken of relative supply and demand; cost of labor, materials, and the many elements that ever have and ever will control prices in commercial and business transactions. It is true that the act provides that certain railway commissioners, appointed by the Governor of the State, "shall fix reasonable maximum rates of charges." But however competent the commissioners may be to perform the difficult task of fixing reasonable rates to meet all of the changing circumstances connected with the traffic upon all the roads in the State, the act itself deprives them of the requisite discretion to perform it, by fixing an inflexible rule, of the character stated, by which they must be governed. It is perhaps unnecessary to add that the results of the experiment are not satisfactory to the public. With no discretion in making rates to meet competition, which in most cases would have secured considerable traffic at a moderate rate of profit to the company and great benefit to the merchants and business men of Chicago, St. Louis and the large market towns of Illinois, we were compelled to allow competing lines to take the products of the country in many cases directly to eastern markets, which they were able to do by reason of having only a portion of their several lines within the State of Illinois, and being therefore enabled to divide their through rates so as to have the portion nominally charged in that State conform to the requirements of its legislation.

This loss of traffic to the railways, whose lines are wholly in Illinois, and the loss to merchants and others residing in the State, is probably not so apparent in its full extent to any other class as to those engaged in transportation, for the reason that the general increase of business has been

more than equal to it. It is by reason of this general increase of traffic at non-competing points that we are able to report larger earnings than during the preceding year.

It will be observed that the loss of the traffic referred to has resulted in a larger per centage of net earnings than was realized in 1872; the profit upon the remaining traffic being nearly uniform, and, of course, at a rate above what would have been the average if business had been obtained as heretofore from competing points at such smaller profits as could have been realized.

It has heretofore been the policy of this company to encourage all local business enterprises by making concessions in rates for transportation when necessary to develop them.

The result of that policy is seen in the fact that for several years past more than nine-tenths of all our traffic has been local, and its increase has been rapid. Since the 1st of July last, under the operation of the rules prescribed, no concessions could be made, although by reason of the panic, in many cases, the necessity for them had never at any time before been so great.

The present popular outcry against railways in the west is mainly based upon the erroneous supposition that prices charged for transportation are unreasonably high; not in exceptional cases only, but universally. If it be true that the rates charged do not produce net profits equal to the lawful rate of interest for money loaned, taking as the basis for calculation, actual cost we presume it will be conceded by all that the charges as a whole, are not too high; and if it be also true that the net profits upon the line producing the best results, do not exceed ten per cent, we think it must be admitted that the charges upon that line are not, as a whole unreasonably high.

The true interest of a railway company, and that of its patrons, are inseparable. Neither party can promote its own business welfare by treating the other unfairly or unjustly—each can best secure its own interests by dealing liberally and justly. The use of railways in Illinois cannot be dispensed with, and it is equally true that they cannot be made to render satisfactory service to the public very long unless the owners are permitted to reap fair and reasonable profits. The increase of wealth in Illinois has been largely promoted by the introduction and operation of railways, and it is but just that railway shareholders who have furnished capital for their construction should participate in the general welfare. When the people of the country learn, as they will ere long, that they have been deceived by political demagogues, they will acknowledge and accept these facts as the basis for proper relations between themselves and the railways, and will no longer attempt by unwise and impracticable legislation to deprive the owners of railway property of a reasonable discretion in its management. The operations of your company have been conducted during the past year under many disadvantageous circumstances, but we trust when they are duly considered, the result will not be found unsatisfactory to the shareholders.

#### GENERAL BALANCES, December 31st, 1873.

|  |                 |
|--|-----------------|
| Cost of road and equipment.....  | \$16,506,942 86 |
| Machinery and tools.....   | 190,544 26      |
| Meyer & Tilden, trustees, bonds, etc., in their hands, per contra..  | 37,813 39       |
| Bonds held by trustees on renewal account.....   | 50,000 00       |
| Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co...   | 2,500 00        |
| St. Louis, Jacksonville and Chicago R. R. Co. stock.....   | 50,603 84       |
| T. B. Blackstone, trustee, interest in palace cars.....  | 20,000 00       |
| Mississippi River Bridge Co., advanced account of construction from proceeds of the bonds sold, Joliet and Chicago R. R. bonds—cost..... | 524,673 18      |
| Income bond scrip.....   | 81,037 69       |
| Louisiana Branch, cost of construction.....  | 1,084 50        |
|  | 1,409,292 67    |

|  |                 |
|--|-----------------|
| Western Division, " ".....   | 1,077,778 43    |
| Louisiana and Missouri River R. R., cost of construction.....                                      | 1,472,379 05    |
| Louisiana and Missouri River R. R. Co.—advances for interest on bonds, etc., on account of rental. | 115,963 81      |
| Bloomington City Bonds.....  | 10,000 00       |
| Post Office Department, due for mail service.....  | 22,289 51       |
| Due from Insurance Companies for property burned.....  | 1,405 05        |
| Due from other companies for mileage, track service, etc.....                                      | 25,417 19       |
| Bills receivable and other debts due company.....  | 84,583 34       |
| Due from stations.....   | 62,119 63       |
| Supplies on hand.....  | \$653,475 71    |
| Less amount set apart for supplies.....  | 500,000 00      |
|  | 153,475 71      |
| Cash on hand.....  | 70,149 62       |
|  | \$21,919,993 73 |
| Capital stock—preferred.....   | \$2,425,400 00  |
| Capital stock—common.....  | 8,929,900 00    |
|  | \$11,355,300 00 |

#### Funded debt—

|  |                 |
|--|-----------------|
| First mortgage bonds.....  | \$2,400 000     |
| Income bonds.....  | 1,100,000       |
| Sinking fund bonds.....  | 140,000         |
| Consolidated bonds, (£200 stg., Ea.).....  | 1,459,950       |
| St. L. J. and C. R. R. Co., guaranteed first mortgage bonds.....   | 564,000         |
| St. L. J. and C. R. R. Co., guaranteed second mortgage bonds.....  | 188,000         |
|  | 5,851,950 00    |
| Sinking funds—bonds paid and canceled.....   | 460,000 00      |
| Common stock convertible scrip—amount received.....  | 1,037,900 00    |
| Old common stock scrip outstanding.....  | 72 00           |
| Sundry bonds, stock, etc. unissued, per contra.....  | 37,813 39       |
| Louisiana and Missouri River R. R.—Engineer's Estimates on construction account.....                           | 1,694,789 26    |
| M. K. Jesup & Co.—paid by them for construction in Missouri, from special fund in their hands as trustees..... | 546,968 25      |
| Trustees of sinking fund—balance to their credit.....  | 745 94          |
| Unclaimed dividends.....   | 732 70          |
| Unclaimed coupons.....   | 595 76          |
| Unclaimed wages, including December pay rolls.....   | 163,552 24      |
| Due for supplies purchased in December.....  | 134,690 99      |
| Balance due other companies for tickets sold, less balances due this company.....                              | 8,082 07        |
| Bills payable and due sundry persons and companies.....  | 288,018 07      |
| Due St. L. J. and C. R. R. Co., on account of rental.....  | 53,969 54       |
| Income account—balance December 31, 1873.....  | 284,813 52      |
|  | \$21,919,993 73 |

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, John B. Drake, D. Willis James—term of service expires first Monday in April, 1874. John F. Slater, John A. Stewart, George Straut—term of service expires first Monday in April, 1875. John Cramer, Lorenzo Blackstone, John J. Mitchell—term of service expires first Monday in April, 1876.

Secretary and Treasurer.—W. M. LARRABEE.

General Superintendent.—J. C. McMULLIN.

Mr. D. F. Whitcomb has been appointed Superintendent of the Elizabethtown and Paducah Railroad, with office at Louisville, Ky.



|  |                   | 1872.           | 1873.               | Years.             | Number of<br>Engines. | Number of cars. |                 | Mileage of<br>Engines. |
|--|-------------------|-----------------|---------------------|--------------------|-----------------------|-----------------|-----------------|------------------------|
|  |                   |                 |                     |                    |                       | Passenger.      | Coal & Freight. |                        |
| Coal transported in tons of 2,240 lbs.....               | 4,866,521         | 5,318,898       | 1844.....           | 47                 | 14                    | 2,731           | 613,041         |                        |
| Total amount of coal to date, in tons of 2,240 lbs.....  | 67,093,876        | 73,640,429      | 1845.....           | 54                 | 14                    | 3,444           | 810,285         |                        |
| Merchandise transported in tons of 2,000 lbs.....        | 2,891,400         | 3,331,194       | 1846.....           | 72                 | 14                    | 5,075           | 1,014,102       |                        |
| Materials transported in tons of 2,000 lbs.....          | 497,671           | 661,648         | 1847.....           | 77                 | 16                    | 5,108           | 1,184,272       |                        |
| Tonnage, including passengers, in tons of 2,000 lbs..... | 10,981,657        | 11,932,262      | 1848.....           | 84                 | 22                    | 5,086           | 1,136,572       |                        |
| Total tonnage of road to date, in tons of 2,000 lbs..... | 102,623,887       | 114,566,149     | 1849.....           | 86                 | 22                    | 5,086           | 1,047,014       |                        |
| Number of passengers carried.....                        | 6,383,991         | 6,790,088       | 1850.....           | 92                 | 23                    | 5,117           | 1,233,144       |                        |
| Number of miles traveled by passengers.....              | 73,607,349        | 80,057,143      | 1851.....           | 89                 | 28                    | 5,136           | 1,461,772       |                        |
| Equivalent number of through passengers.....             | 791,478           | 860,829         | 1852.....           | 103                | 30                    | 5,241           | 1,517,931       |                        |
| Total number of passengers to date.....                  | 27,597,678        | 34,387,766      | 1853.....           | 103                | 38                    | 5,476           | 1,466,894       |                        |
| TRANSPORTATION AND INCOME ACCOUNT.                       |                   |                 |                     |                    |                       |                 |                 |                        |
| Receipts:  |                   | 1872.           | 1873.               |                    |                       |                 |                 |                        |
| From travel.....   | \$1,786,962 37    | \$1,976,644 95  | 1854.....           | 121                | 45                    | 5,703           | 1,674,403       |                        |
| " freight on merchandise.....                            | 2,688,029 83      | 3,603,176 80    | 1855.....           | 141                | 54                    | 5,724           | 1,942,225       |                        |
| " freight on coal.....                                   | 7,513,114 74      | 9,104,094 43    | 1856.....           | 141                | 58                    | 5,719           | 1,942,317       |                        |
| " United States mail, etc.....                           | 136,931 17        | 148,744 50      | 1857.....           | 142                | 58                    | 5,755           | 1,707,366       |                        |
| Total receipts.....                                      | \$12,125,038 11   | \$14,832,660 68 | 1858.....           | 142                | 58                    | 5,634           | 1,570,482       |                        |
| Balance from previous year.....                          | 847,148 63        | 160,604 46      | 1859.....           | 144                | 64                    | 5,695           | 1,702,257       |                        |
| Balance of interest account.....                         | 846,478 47        | 957,930 99      | 1860.....           | 145                | 64                    | 5,596           | 1,852,485       |                        |
| Profit on steam colliers.....                            |                   | 107,185 29      | 1861.....           | 145                | 65                    | 6,673           | 1,695,927       |                        |
| Total resources.....                                     | \$13,818,665 21   | \$16,058,381 42 | 1862.....           | 143                | 67                    | 7,300           | 2,088,166       |                        |
| Running account.....                                     | \$2,078,479 08    | \$2,586,623 53  | 1863.....           | 166                | 67                    | 8,430           | 2,721,689       |                        |
| Workshop.....  | 1,463,007 62      | 1,636,588 57    | 1864.....           | 216                | 81                    | 9,606           | 3,328,229       |                        |
| Depot.....   | 366,268 78        | 479,894 79      | 1865.....           | 254                | 87                    | 9,663           | 3,688,309       |                        |
| Superintendence.....                                     | 564,587 24        | 723,372 57      | 1866.....           | 267                | 105                   | 10,517          | 4,261,336       |                        |
| Roadway.....   | 870,309 10        | 1,065,024 77    | 1867.....           | 268                | 110                   | 10,477          | 4,356,385       |                        |
| Bridges.....   | 114,025 43        | 101,632 10      | 1868.....           | 269                | 119                   | 10,531          | 4,500,135       |                        |
| Buildings.....   | 188,214 62        | 189,582 87      | 1869.....           | 297                | 141                   | 11,895          | 5,159,301       |                        |
| Machinery.....   | 80,558 75         | 100,018 66      | 1870.....           | 309                | 146                   | 11,728          | 5,100,175       |                        |
| Richmond wharves.....                                    | 64,158 96         | 83,293 50       | 1871.....           | 343                | 238                   | 16,320          | 6,543,138       |                        |
| Police.....  | 44,006 98         | 49,977 63       | 1872.....           | 377                | 268                   | 18,368          | 7,248,778       |                        |
| Sundries.....  | 35,869 46         | 85,061 15       | 1873.....           | 400                | 251                   | 19,224          | 8,351,682       |                        |
| Richmond shipping expenses.....                          | 184,216 72        | 261,671 19      |                     |                    |                       |                 |                 |                        |
| Rents.....   | 827,413 89        | 866,822 50      | Years.              | Passengers.        | Tonnage carried.      |                 | Total.          |                        |
| Profit and loss, damages, prem. on gold, etc.            | 102,833 21        | 127,230 03      | 1844.....           | 66,503             | Coal.                 | Merchandise.    | Material.       |                        |
| Insurance account.....                                   | 21,437 14         | 22,825 44       | 1845.....           | 63,719             | 421,985               | 20,472          | 160,138         |                        |
| Taxes—State, County and City.....                        | 296,351 41        | 280,300 21      | 1846.....           | 88,641             | 814,279               | 26,039          | 102,408         |                        |
| Renewal fund.....  | 761,803 29        | 814,975 40      | 1847.....           | 97,643             | 1,188,258             | 74,971          | 101,471         |                        |
| Total expenses.....                                      | \$8,063,541 68    | \$9,474,894 91  | 1848.....           | 105,720            | 1,360,681             | 71,718          | 165,493         |                        |
| Interest on bonded debt and mortgages.....               | 1,885,959 88      | 1,968,126 03    | 1849.....           | 95,577             | 1,235,044             | 58,123          | 118,676         |                        |
| Sinking funds.....                                       | 25,000 00         | 216,100 00      | 1850.....           | 92,725             | 1,097,762             | 51,204          | 145,503         |                        |
| Balance of renewal fund.....                             | 90,167 79         | 107,876 19      | 1851.....           | 127,590            | 1,351,502             | 63,625          | 157,450         |                        |
| Total disbursements.....                                 | \$10,064,669 35   | \$11,766,997 13 | 1852.....           | 155,164            | 1,650,270             | 63,807          | 219,731         |                        |
| Total reserved fund.....                                 | \$3,753,995 86    | \$4,291,384 29  | 1853.....           | 155,164            | 1,650,912             | 75,769          | 181,217         |                        |
| Dividends to January, including state tax...             | 3,593,391 40      | 3,598,384 15    | 1854.....           | 211,819            | 1,582,248             | 107,853         | 174,161         |                        |
| Leaving a balance of.....                                | \$166,604 46      | \$693,000 14    | 1855.....           | 266,631            | 1,987,854             | 140,801         | 187,591         |                        |
| PROGRESS OF THE COMPANY.                                 |                   |                 |                     |                    |                       |                 |                 |                        |
| Fiscal Year.   | Cost of Property. | Gross Earnings. | Operating Expenses. | Earnings less Exp. | Dividends.            |                 |                 |                        |
| 1843.....  | \$7,119,292       | \$394,318       | \$214,923           | \$179,495          | Amount.               | Rate.           |                 |                        |
| 1844.....  | 9,398,354         | 597,613         | 329,442             | 268,171            |                       |                 |                 |                        |
| 1845.....  | 10,276,351        | 1,078,031       | 570,726             | 507,305            |                       |                 |                 |                        |
| 1846.....  | 11,531,441        | 1,900,115       | 662,320             | 1,037,795          | 312,000               | 10*             |                 |                        |
| 1847.....  | 12,115,866        | 2,002,945       | 1,100,406           | 902,539            | 411,840               | 12*             |                 |                        |
| 1848.....  | 14,396,458        | 1,692,555       | 1,212,029           | 480,526            |                       |                 |                 |                        |
| 1849.....  | 16,318,087        | 1,933,591       | 1,023,245           | 910,346            |                       |                 |                 |                        |
| 1850.....  | 16,325,332        | 2,363,958       | 1,169,455           | 1,194,503          | 249,590               | 6               |                 |                        |
| 1851.....  | 16,649,515        | 2,314,330       | 1,304,291           | 1,010,039          |                       |                 |                 |                        |
| 1852.....  | 17,141,987        | 2,480,626       | 1,340,797           | 1,139,829          | 722,971               | 8               |                 |                        |
| 1853.....  | 17,905,018        | 2,688,287       | 1,329,511           | 1,358,776          | 172,935               | 3               |                 |                        |
| 1854.....  | 18,464,115        | 3,781,639       | 1,771,101           | 2,010,538          | 587,423               | 10*             |                 |                        |
| 1855.....  | 19,004,180        | 4,321,794       | 1,972,937           | 2,348,856          | 1,077,029             | 8*              |                 |                        |
| 1856.....  | 19,163,151        | 3,913,742       | 1,969,020           | 1,944,722          | 770,530               | 8               |                 |                        |
| 1857.....  | 19,262,720        | 3,065,521       | 1,601,753           | 1,463,768          | 385,425               | 4               |                 |                        |
| 1858.....  | 23,811,910        | 2,510,751       | 1,199,798           | 1,310,952          |                       |                 |                 |                        |
| 1859.....  | 24,070,835        | 2,724,293       | 1,276,180           | 1,448,113          |                       |                 |                 |                        |
| 1860.....  | 24,161,889        | 3,312,546       | 1,686,561           | 1,625,985          |                       |                 |                 |                        |
| 1861.....  | 24,481,217        | 2,905,839       | 1,492,933           | 1,412,905          |                       |                 |                 |                        |
| 1862.....  | 25,126,389        | 3,911,830       | 1,816,055           | 2,095,775          | 699,788               | 7*              |                 |                        |
| 1863.....  | 25,469,544        | 6,252,902       | 2,916,159           | 3,336,743          | 889,030               | 7*              |                 |                        |
| 1864.....  | 25,469,544        | 9,269,341       | 4,961,190           | 4,308,151          | 2,618,129             | 15*             |                 |                        |
| 1865.....  | 27,869,361        | 11,142,519      | 6,330,248           | 4,812,271          | 2,024,067             | 10*             |                 |                        |
| 1866.....  | 29,929,440        | 10,902,819      | 6,738,747           | 4,164,072          | 3,198,736             | 10*             |                 |                        |
| 1867.....  | 31,208,443        | 9,106,496       | 6,266,434           | 2,840,062          | 2,329,998             | 10*             |                 |                        |
| 1868.....  | 32,728,425        | 8,791,937       | 6,162,511           | 2,629,426          | 2,445,250             | 10*             |                 |                        |
| 1869.....  | 35,895,467        | 11,208,381      | 6,876,313           | 4,332,068          | 2,697,248             | 10*             |                 |                        |
| 1870.....  | 41,134,596        | 9,571,367       | 6,503,786           | 3,062,591          | 2,971,235             | 10              |                 |                        |
| 1871.....  | 42,814,719        | 12,562,943      | 7,555,903           | 5,006,940          | 3,148,284             | 10              |                 |                        |
| 1872.....  | 45,922,674        | 12,125,038      | 8,063,542           | 4,061,496          | 3,422,278             | 10              |                 |                        |
| 1873.....  | 49,478,942        | 14,832,661      | 9,474,895           | 5,357,766          | 3,427,032             | 10              |                 |                        |

\* Paid in stock. † Stock or cash as preferred. ‡ Half Stock, and half cash.

## STATEMENT OF THE GROSS RECEIPTS ANNUALLY, 1844-'73:

| Years.    | Passengers. | Mail, etc. | Coal.     | Merchandise. | Total.     |
|-----------|-------------|------------|-----------|--------------|------------|
| 1844..... | \$92,362    | \$7,449    | \$448,509 | \$49,293     | \$597,613  |
| 1845..... | 103,411     | 27,093     | 886,939   | 60,598       | 1,078,031  |
| 1846..... | 141,749     | 20,116     | 1,660,667 | 137,583      | 1,900,115  |
| 1847..... | 156,201     | 11,860     | 1,698,664 | 136,220      | 2,002,945  |
| 1848..... | 174,958     | 13,535     | 1,386,605 | 117,457      | 1,692,555  |
| 1849..... | 155,908     | 22,436     | 1,648,900 | 106,347      | 1,933,591  |
| 1850..... | 148,379     | 17,026     | 2,071,731 | 125,822      | 2,363,958  |
| 1851..... | 152,432     | 19,355     | 2,018,871 | 123,672      | 2,314,330  |
| 1852..... | 168,430     | 22,555     | 2,150,677 | 138,964      | 2,480,626  |
| 1853..... | 225,763     | 27,218     | 2,254,694 | 180,612      | 2,688,287  |
| 1854..... | 272,367     | 23,823     | 3,253,823 | 231,626      | 3,781,639  |
| 1855..... | 301,952     | 29,896     | 3,664,095 | 325,851      | 4,321,794  |
| 1856..... | 288,427     | 34,158     | 3,242,453 | 348,699      | 3,913,742  |
| 1857..... | 287,534     | 35,079     | 2,412,923 | 329,986      | 3,065,521  |
| 1858..... | 272,680     | 36,463     | 1,865,693 | 335,915      | 2,510,751  |
| 1859..... | 318,846     | 46,874     | 1,883,685 | 474,888      | 2,724,293  |
| 1860..... | 333,359     | 51,409     | 2,328,158 | 599,620      | 3,312,546  |
| 1861..... | 338,905     | 49,590     | 2,111,023 | 406,321      | 2,905,839  |
| 1862..... | 403,564     | 105,431    | 2,879,419 | 523,416      | 3,911,630  |
| 1863..... | 566,520     | 116,039    | 4,897,200 | 673,143      | 6,252,902  |
| 1864..... | 909,882     | 201,908    | 7,203,775 | 953,776      | 9,269,341  |
| 1865..... | 1,065,847   | 284,103    | 8,627,292 | 1,165,277    | 11,142,519 |
| 1866..... | 1,026,217   | 209,366    | 8,245,697 | 1,421,539    | 10,902,819 |
| 1867..... | 1,005,647   | 170,420    | 6,404,878 | 1,525,551    | 9,106,496  |
| 1868..... | 987,606     | 136,384    | 6,252,224 | 1,415,723    | 8,791,937  |
| 1869..... | 1,184,006   | 98,512     | 8,346,240 | 1,579,623    | 11,208,381 |
| 1870..... | 1,205,539   | 176,513    | 6,498,871 | 1,690,444    | 9,571,367  |
| 1871..... | 1,641,395   | 327,512    | 8,287,293 | 2,306,643    | 12,562,943 |
| 1872..... | 1,786,962   | 136,931    | 7,513,115 | 2,688,030    | 12,125,038 |
| 1873..... | 1,976,645   | 148,745    | 9,104,094 | 3,603,177    | 14,832,661 |

**The Coal Trade of the United States.**

We present our readers with the official returns of Anthracite Coal mined in the United States in the year 1873, together with the quantity sent to market; also the official quantity of Bituminous Coal moved towards the seaboard. These returns embrace all the Bituminous Coal sent towards the Atlantic seaboard, except the quantity that reached Richmond, Va., which was not very large. The product of the other Bituminous regions in the United States we have to estimate, but from the data we have we can approximate very nearly to the actual quantity produced.

In 1872 the quantity of Anthracite Coal sent to market was 18,932,265 tons, and the estimated quantity consumed in the Coal Regions were put at 3,110,000, making the whole quantity mined 22,032,265 tons, as follows:

|                     | Sent to Home market. Official. | Consumption. Estimated. | Total Production. |
|---------------------|--------------------------------|-------------------------|-------------------|
| Schuylkill.....     | 4,135,908                      | 875,000                 | 5,010,908         |
| Northumberland..... | 1,221,327                      | 170,000                 | 1,391,327         |
| Columbia.....       | 319,220                        | 25,000                  | 344,220           |
| Dauphin.....        | 450,328                        | 30,000                  | 480,328           |
| Wyoming.....        | 9,194,808                      | 1,500,000               | 10,694,808        |
| Lehigh.....         | 3,610,674                      | 500,000                 | 4,110,674         |
|                     | 18,932,265                     | 3,100,000               | 22,032,265        |

The whole quantity mined and sent to market, together with the estimated quantity consumed in the Coal Regions, in 1873, we give as follows:

|                     | Sent to market. Official. | Home consumption. Estimated. | Total Production. |
|---------------------|---------------------------|------------------------------|-------------------|
| Schuylkill.....     | 4,252,013                 | 880,000                      | 5,132,013         |
| Northumberland..... | 1,234,070                 | 170,000                      | 1,404,070         |
| Columbia.....       | 358,741                   | 25,000                       | 383,741           |
| Dauphin.....        | 449,915                   | 30,000                       | 479,915           |
| Wyoming.....        | 10,047,241                | 1,675,000                    | 11,722,241        |
| Lehigh.....         | 3,243,168                 | 463,000                      | 3,706,168         |
|                     | 18,585,178                | 3,243,000                    | 22,828,178        |

The total supply of Anthracite Coal sent to market in 1872 and 1873, sums up as follows:

|              | Tons.      |
|--------------|------------|
| In 1873..... | 19,585,178 |
| In 1872..... | 18,932,265 |

Increase in 1873..... 652,913

The whole production, including the consumption in the regions, foot up as follows:

|              | Tons.      |
|--------------|------------|
| In 1873..... | 22,828,178 |
| In 1872..... | 22,032,265 |

Increase in production in 1873..... 795,913

The whole supply of Bituminous Coal embraced in our tables, and moved toward the seaboard was:

|              | Tons.     |
|--------------|-----------|
| In 1873..... | 5,515,784 |
| In 1872..... | 5,231,998 |

Increase in 1873..... 283,786

The above increase of 283,786 tons Bituminous Coal, added to the increase of 652,913 tons Anthracite, makes the total increase for the year 936,699 tons.

The following table gives the official quantity of coal mined in the different Coal Regions, with the production of each separated and credited to each region. The quantity under the head of the Schuylkill Region, embraces all the coal sent from Schuylkill County, and also the quantity mined in Columbia and Northumberland counties sent to market via the Schuylkill Valley; and all the coal from the Schuylkill and Wyoming Regions, sent to market via the Lehigh Valley is also reported and credited to the proper regions:

**OFFICIAL TABULAR STATEMENT.**

Of the whole product of Anthracite Coal, and that portion of Bituminous Coal moved toward the seaboard in 1873, compared with 1872:

| Schuylkill Region:      | 1872.     | 1873.      |
|-------------------------|-----------|------------|
| Reading Railroad.....   | 4,092,540 | *4,340,321 |
| Schuylkill Canal.....   | 838,191   | 743,796    |
| Lehigh and Mahanoy..... | 370,215   | 493,342    |
|                         | 5,300,946 | 5,577,459  |

|                                    |           |           |
|------------------------------------|-----------|-----------|
| Less Shamokin reported double..... | 194,495   | 368,303   |
|                                    | 5,106,451 | 5,209,156 |
|                                    |           | 5,106,451 |

Increase in 1873..... 102,705

| Lehigh Region:                |           |            |
|-------------------------------|-----------|------------|
| Lehigh Valley Railroad.....   | 3,492,608 | +3,734,797 |
| Lehigh & Susquehanna R.R..... | 1,727,611 | +1,959,111 |
| Lehigh Canal.....             | 767,094   | 736,252    |
|                               | 5,987,313 | 6,430,160  |

|                                |           |           |
|--------------------------------|-----------|-----------|
| Less Wyoming & Schuylkill..... | 2,376,639 | 3,186,992 |
|                                | 3,610,674 | 3,243,168 |
|                                | 3,243,168 |           |

Decrease in 1873..... 367,506

| Wyoming Region:               |           |            |
|-------------------------------|-----------|------------|
| Pennsylvania Canal Co.....    | 321,311   | 395,393    |
| Pennsylvania Coal Co.....     | 1,213,478 | 1,239,214  |
| Lackawanna & W. R. North..... | 846,107   | 986,619    |
| " " South.....                | 1,994,478 | 2,149,737  |
| Delaware and Hudson Co.....   | 2,516,565 | 2,472,449  |
| Lackawanna & Bloomsburg.....  | 296,445   | 210,173    |
| Via Lehigh.....               | 2,006,424 | 2,693,650  |
|                               | 9,194,808 | 10,047,241 |
|                               |           | 9,194,808  |

Increase in 1873..... 852,433

|                      |         |         |
|----------------------|---------|---------|
| Shamokin Region..... | 569,689 | 635,383 |
|                      |         | 563,689 |

Increase in 1873..... 65,694

|                           |         |         |
|---------------------------|---------|---------|
| Lykens Valley Region..... | 450,328 | 449,915 |
|                           | 449,915 |         |

Decrease in 1873..... 413

|                       |            |            |
|-----------------------|------------|------------|
| Total Anthracite..... | 18,932,265 | 19,585,178 |
|                       |            | 18,932,265 |

Increase in 1873..... 652,913

| Bituminous:                     |           |            |
|---------------------------------|-----------|------------|
| Broad Top.....                  | 318,372   | 474,178    |
| Pa. C. and Phil. and Erie.....  | 2,067,524 | †1,946,771 |
| Chesapeake and Ohio Canal.....  | 816,103   | 778,802    |
| Baltimore and Ohio R. R.....    | 1,517,347 | 1,745,429  |
| Via Pennsylvania Extension..... | 22,021    | 114,589    |
|                                 | 4,741,367 | 5,059,769  |

|                    |            |            |
|--------------------|------------|------------|
| Imported Coal..... | 490,631    | 456,015    |
|                    | 5,231,998  | 5,515,784  |
| Anthracite.....    | 18,932,265 | 19,585,178 |

|                      |            |            |
|----------------------|------------|------------|
| Total all kinds..... | 24,164,263 | 25,100,962 |
|                      |            | 24,164,263 |

|                             |  |         |
|-----------------------------|--|---------|
| Total increase in 1873..... |  | 936,699 |
|-----------------------------|--|---------|

\* The total coal tonnage of the Philadelphia and Reading Railroad in 1873 was 6,546,553, including 665,223 tons Anthracite and 323,251 tons Bituminous coal received at Harrisburg and other points.

† The total coal tonnage of the Lehigh Valley Railroad in 1873, was 4,144,340, including 28,026 tons of Bituminous coal.

‡ The total coal tonnage of the Lehigh and Susquehanna Railroad was in 1873, 3,089,698 tons. The balance is reported by other companies.

§ Net tons—all the other are gross tons.

¶ The total coal tonnage of the Pennsylvania Railroad was 4,527,501 tons, of which 1,173,960 were Anthracite, and 3,353,541 Bituminous. The balance is embraced in other reports.

The supply of Anthracite Coal sent to market in 1872 and 1873 was furnished as follows:

|                     | 1872.     | 1873.      |
|---------------------|-----------|------------|
| Schuylkill.....     | 4,135,908 | 4,252,043  |
| Northumberland..... | 1,221,327 | 1,234,070  |
| Columbia.....       | 319,220   | 358,741    |
| Lykens Valley.....  | 450,328   | 449,915    |
| Wyoming.....        | 9,194,808 | 10,047,241 |
| Lehigh.....         | 3,610,674 | 3,243,168  |

18,932,265 19,585,178

18,932,265

652,913

Below we give the quantities of coal sent to market since 1860, from the three principal regions, the Schuylkill, the Wyoming, and the Lehigh. The coal credited to the Lehigh is the quantity mined in what is termed the Lehigh District. The Schuylkill embraces all the coal sent to market from Schuylkill County, and also that mined in Northumberland and Columbia counties sent to market via the Schuylkill Valley:

| Year.     | Schuylkill. | Wyoming.   | Lehigh.   |
|-----------|-------------|------------|-----------|
| 1860..... | 3,205,516   | 2,941,817  | 1,321,774 |
| 1861..... | 2,607,489   | 3,055,140  | 1,788,377 |
| 1862..... | 2,890,598   | 1,145,770  | 1,351,054 |
| 1863..... | 3,443,265   | 3,759,610  | 1,984,713 |
| 1864..... | 3,642,218   | 3,960,836  | 2,054,699 |
| 1865..... | 3,735,802   | 3,256,658  | 1,822,535 |
| 1866..... | 4,633,487   | 3,736,616  | 2,128,867 |
| 1867..... | 4,334,820   | 5,328,322  | 2,062,446 |
| 1868..... | 4,414,556   | 5,990,813  | 2,507,582 |
| 1869..... | 7,748,960   | 6,068,965  | 1,929,083 |
| 1870..... | 3,720,103   | 7,559,902  | 1,040,303 |
| 1871..... | 5,124,780   | 6,481,171  | 2,249,357 |
| 1872..... | 5,106,451   | 9,194,808  | 3,610,674 |
| 1873..... | 5,209,156   | 10,047,241 | 3,243,168 |

The above shows the current of trade. In 1866 the Schuylkill furnished more coal than the Wyoming Region did, but since then the trade of the Schuylkill Region has increased only 575,669 tons, while the trade from the Lehigh has increased 1,114,201 tons, and the Wyoming has increased 6,610,675 tons, having more than trebled in the intervening period.—Pottsville Miners' Journal.

**Allegheny Valley Railroad.**

The eastern extension of the Allegheny Valley Railroad, known as the Low Grade Railroad, was completed on the 24th ult. This connects the Allegheny Valley Railroad with the Philadelphia and Erie Railroad. The line will be opened for business on May 1. In reference to this enterprise, the *Pittsburg Chronicle* of March 28th says:

The opening of the Low Grade Railroad, expected to take place on May 1st, next, will mark an era in the history of Pittsburgh Railroad enterprises. On the 17th of March, 1854, ground was broken at Lawrenceville for the Allegheny Valley Railroad by the late Governor Johnston, and yesterday the last spike was driven. This enterprise has had more ups and downs than perhaps any road in the country. Its first purpose, to make a broad gauge track to connect with the New York and Erie, has been almost lost sight of, in the marvellous origin and growth of the Petroleum business. Numerous railroads now cross that region, besides the other novel device, so entirely American, the Pipe lines, which attend to an important part of the transportation problem as applied to oil. It took twenty years of hard work, and no small amount of skill, faith and engineering of all sorts, to carry forward the enterprise. The Valley Road is not, as was originally intended, a competitor of the Pennsylvania, on the contrary, the good luck that has attended the latter organization, is no where more conspicuously shown than in this instance; for instead of being a rival, the Valley road is an important adjunct of the Central. As soon as the Bennett Branch is thrown open for business, it will be very largely used for the carrying of heavy freight between tide water and the West, and vice versa. The grades are exceedingly, nay surprisingly favorable.

Leaving the Allegheny river at the mouth of Red-bank, sixty four miles above Pittsburg, the grade is only sixteen feet to the mile eastwardly, with the exception of the summit sections, of about three miles in length, where it is thirty five feet per mile. The tunnel is less than two thousand feet long. The Low Grade Railroad is one hundred and nine miles in length, and opens a region of country for Pittsburg enterprise, mercantile as well as mining and manufacturing, destined to be of great importance. Vast stores of lumber, iron ore, coal, and other sources of wealth can now be reached, and what is of no small importance, in an immediate way, is that our mercantile community may soon enjoy a considerable advantage in a reduction in freight charges from and to, the East.

Pittsburgh's importance as a commercial point is rising, her merchants are slowly regaining the importance this city once held as a wholesale mart. With the firm foundation, always of first importance, of a large and substantial home retail trade, and far reaching river routes, Pittsburg has now a railroad system that may be considered complete. The rich regions of Western Pennsylvania, and of Eastern Ohio, portions of West Virginia and a corner of Maryland, are already tributary to her. The solid wealth created by honest labor at oil wells, in coal mines, and furnaces, and rolling mills is at this point converted into the thousand articles of merchandise demanded by the necessities, comfort and enjoyment of three or four millions of people. An extending area may still further be attracted to purchase all these things here, since our merchants can sell them as cheap as anybody. And for this consideration, primarily, we tender our thanks to Col. William Phillips and his co laborers in their life effort to create a new and vital artery of trade for the Iron City.

#### Texas Railroad.

C. C. FULTON, Esq., Editor of the *Baltimore American*, in a letter to his paper dated Fulton, Texas, March 10, 1874, says:

The State has now two lines of direct communication with the North and East. A little over a year ago the only route was around by the Gulf to New Orleans, requiring so much time and trouble to get out of or into the State that the great Southwest was practically as far away from the Union as Europe, and one made as much preparation to go from St. Louis to Galveston as he would to go on a journey across the Atlantic. Now he can start from St. Louis at 10 o'clock one morning and land in Galveston the next afternoon at 4 o'clock, and travel all the way in a magnificent Pullman Palace Sleeping and drawing room coach. I came over the newly opened route by way of the Iron Mountain Road, and found it excellent and prompt in every respect. The International and Great Northern Railroad, which forms the Texas Division of the Iron Mountain route, is admitted by all to be the best equipped, smoothest and cleverest managed railroad in Texas, and, I think, will vie, in every respect, with the finest roads in the North and East. It runs daily a magnificent Pullman coach through to St. Louis. These coaches are brand new and are facsimiles of those which the Pullman Company made especially for display at the Vienna Exposition. This line is 135 miles shorter than the other, and makes the time through to Houston and Galveston twelve hours sooner.

The Texas Central Road runs from Houston to the northern border of the State, where it connects with the Missouri, Kansas, and Texas Road, which reaches to St. Louis, and has convenient connections with the great Northwest.

The only means of rail communication between this city and Galveston is the Houston, Henderson and Galveston Railroad, fifty miles in length, and it has all that it can do to forward the accumulations of passengers and freight which the International and Great Northern and the Houston and Texas Central Roads bring to this place from the North. There is also a line of steamers run-

ning down the bayou to Galveston, which do a splendid business.

There is a road in course of building between Houston and San Antonio—the beautiful and ancient city, the metropolis of Southwestern Texas—which will be finished in the course of the year.

The Texas and Pacific road is at present in operation between Shreveport and Dallas, where it is to cross the Texas Central, and will shortly be finished to Fort Worth, thirty miles further west. It also has a northeastern branch from Longview to Texarkana, a new and bright little city on the border line between Texas and Arkansas. Also a line running through the northern portion of the State to Sherman, where it forms another junction with the Central.

These lines constitute the whole of the completed railroads of Texas, but they permeate the richer portions of the State and afford an outlet for the cotton and the cattle and the sugar, the principal products of Texas.

The death of William H. Petit, of the firm of Wm. H. Petit & Pike of 72 Wall street, creates an appreciable vacancy among the young business men of this city, of a class from among whom none can be spared without regret. Mr. Petit has been for some eight or nine years past engaged in the iron business, and had gained deserved reputation as a man of industry, energy and the highest principles of integrity and honor. He will be alike missed from the social circles of Brooklyn and the commercial circles of New York.

The opening of the extension of the Washington and Ohio Railroad from Hamilton to Purcellville, Va., a distance of four miles, took place on Tuesday, the 31st ult.

### THE WHARTON Safety Railroad Switch.

**BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.**

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Our Patented Double Beam Iron Lever Rail Road Track Scale acknowledged the BEST.

MAKERS of the NEW TESTING MACHINE.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern. PERKINS LIVINGSTON & POST,  
31 New St., cor. of Exchange Place,  
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## RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

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## RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

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## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads.  | Stock outstanding | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding | Dividend Periods. | Last Dividend Payable. |
|------------------------------------|-------------------|-------------------|------------------------|-----------------------------------|-------------------|-------------------|------------------------|-----------------------------------|-------------------|-------------------|------------------------|
| Albany and Susq. .... 100          | 13,280,000        | J. & J.           | Jan. '74 31            | Long Island. .... 60              | 3,000,000         | M. & S.           | May '73 10s            | Vermont and Mass. .... 100        | 3,800,000         | A. & O.           | Apr. '74 1             |
| Allegheny Valley .... 50           | 2,256,350         | J. & J.           | July '73 4             | Louisv. Cin. and Lex. .... 60     | 1,623,483         | J. & J.           | July '69 3             | Warren (N. J.) .... 100           | 1,800,000         | J. & D.           | Dec. '73 31            |
| Atlanta and West Point. .... 100   | 1,232,200         | J. & J.           | July '73 4             | ..... pref. .... 100              | 848,700           | J. & J.           | Jan. '74 41            | Warwick Valley. .... 100          | 225,000           | A. & O.           | Apr. '72 21            |
| Atlantic and Gulf .... 100         | 3,693,200         | M. & N.           | Nov. '73 31            | Louisville & Nashville. .... 100  | 8,950,600         | F. & A.           | Feb. '74 4             | West Jersey. .... 100             | 1,559,750         | F. & A.           | Feb. '74 4             |
| ..... guar. .... 100               | 780,478           | M. & S.           | Nov. '73 31            | Louisv., N. Alb. & Ohio. .... 100 | 3,000,000         | A. & D.           | Dec. '70 3             | Winchester & Potomac. .... 100    | 180,000           | J. & J.           | Jan. '74 3             |
| Atlantic and St. Law. .... 100     | 39,494,900        | M. & S.           | Sept. '73 2            | Lowell and Lawrence. .... 100     | 200,000           | A. & O.           | Apr. '74 3             | Winchester & Strasburg. .... 100  | 500,000           | J. & J.           | Jan. '74 31            |
| ..... new 1870. .... 100           | 1,500,000         | A. & O.           | Oct. '72 11            | Lykens Valley. .... 20            | 600,000           | F.M.A.N.          | Feb. '73 21            | Worcester and Nashua. .... 75     | 1,400,555         | J. & J.           | Jan. '74 31            |
| Avon, Genesee & Mt. M. .... 100    | 194,250           | A. & O.           | Oct. '72 11            | Macon and Western. .... 100       | 2,500,000         | J. & J.           | July '73 5             |                                   |                   |                   |                        |
| Baltimore and Ohio. .... 100       | 13,151,922        | M. & N.           | Nov. '73 5             | Maine Central. .... 100           | 3,400,500         | M. & N.           | Nov. '73 5             |                                   |                   |                   |                        |
| Washington Br. .... 100            | 1,659,000         | A. & O.           | Oct. '73 5             | Manchester and Law. .... 100      | 1,000,000         | M. & N.           | Nov. '73 5             |                                   |                   |                   |                        |
| Parkersburg Br. pref. .... 50      | 5,680,685         | J. & J.           | Apr. '74 11            | Marietta & Cincinnati. .... 50    | 1,372,891         | M. & N.           | Nov. '73 5             |                                   |                   |                   |                        |
| Berkshire. .... 100                | 600,000           | J. & D.           | Dec. '72 21            | Massachusetts. .... 100           | 8,130,719         | M. & S.           | Sep. '68 3s            |                                   |                   |                   |                        |
| Boston and Albany. .... 100        | 250,000           | M. & N.           | Nov. '73 5             | ..... 2d pref. .... 100           | 4,460,368         | F. & A.           | Sep. '68 3s            |                                   |                   |                   |                        |
| Bos., Cin. & Fitch. .... 100       | 19,684,100        | M. & N.           | Nov. '73 5             | Memphis & Charleston. .... 25     | 400,000           | F. & A.           | Feb. '74 3             |                                   |                   |                   |                        |
| Agricultural Br. guar. .... 100    | 685,290           | J. & D.           | Dec. '73 3             | Michigan Central. .... 100        | 5,312,725         | J. & D.           | Jan. '69 3             |                                   |                   |                   |                        |
| Bost., Conn. & Mont. .... 100      | 800,000           | M. & N.           | Nov. '73 3             | Mill Creek & Minehill. .... 60    | 18,723,204        | J. & J.           | Jan. '73 4s            |                                   |                   |                   |                        |
| Boston and Lowell. .... 500        | 2,852,290         | J. & J.           | Jan. '74 4             | ..... pref. .... 100              | 323,315           | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Boston and Maine. .... 100         | 6,516,807         | M. & N.           | Dec. '73 4             | Milwaukee and St. Paul. .... 100  | 13,393,580        | J. & J.           | Dec. '70 7s            |                                   |                   |                   |                        |
| Boston and Providence. .... 100    | 950,000           | M. & N.           | Nov. '73 5             | M. Hill & Schuyll. .... 60        | 10,825,777        | F. & A.           | Feb. '74 31b           |                                   |                   |                   |                        |
| Buffalo, N. Y. and Erie. .... 100  | 5,636,000         | F. & A.           | Feb. '74 31            | Morris and Essex. .... 60         | 3,856,450         | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Burlington and Mo. Riv. .... 100   | 1,483,900         | M. & S.           | Mar. '74 5             | Nashua and Lowell. .... 100       | 14,008,100        | J. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| ..... pref. .... 100               | 5,847,800         | M. & S.           | Mar. '74 5             | Naugatuck. .... 100               | 800,000           | M. & N.           | Nov. '73 5             |                                   |                   |                   |                        |
| Camden and Amboy. .... 100         | 1,000,000         | J. & J.           | Apr. '74 21            | Nesquehoning Valley. .... 50      | 1,881,900         | F. & A.           | Feb. '74 6             |                                   |                   |                   |                        |
| Camden and Atlantic. .... 50       | 375,100           | M. & S.           | Mar. '74 5             | Newark and N. York. .... 100      | 1,060,000         | M. & S.           | Mar. '74 5             |                                   |                   |                   |                        |
| ..... pref. .... 50                | 157,100           | M. & S.           | Nov. '73 31            | New Bedford & Taunton. .... 100   | 977,400           | M. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| Cape Cod. .... 50                  | 1,020,330         | J. & J.           | Jan. '72 21            | N. Castle & Beaver Val. .... 50   | 600,000           | M. & N.           | May '73 4              |                                   |                   |                   |                        |
| Cape May and Millville. .... 50    | 442,900           | J. & D.           | Dec. '73 3             | N. Haven & Northamp. .... 50      | 1,800,000         | J. & J.           | Oct. '73 21            |                                   |                   |                   |                        |
| Catawba and Fogle. .... 50         | 1,116,500         | Novemb.           | Nov. '71 6             | New Jersey. .... 100              | 606,000           | J. & J.           | Sep. '72 3             |                                   |                   |                   |                        |
| Calumet. .... 50                   | 2,300,000         | M. & N.           | Nov. '73 31            | New London Northern. .... 100     | 7,295,200         | J. & J.           | Apr. '74 21            |                                   |                   |                   |                        |
| ..... pref. .... 50                | 589,116           | J. & J.           | Jan. '74 4             | N. Y. Cen. & Hudson R. .... 100   | 1,418,860         | A. & O.           | Apr. '74 4             |                                   |                   |                   |                        |
| Cayuga and Susq. .... 50           | 6,850,490         | M. & N.           | Nov. '73 11            | N. Y. and Harlem. .... 100        | 89,428,330        | J. & J.           | Apr. '74 4             |                                   |                   |                   |                        |
| Cedar Rapids & Mo. R. .... 100     | 709,000           | F. & A.           | Feb. '74 31            | New York and Harlem. .... 100     | 15,500,000        | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Central of Georgia. .... 100       | 4,668,800         | J. & J.           | July '73 5             | N. Y., N. H. & Hartf. .... 100    | 2,000,000         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Central of New Jersey. .... 100    | 20,000,000        | J. & J.           | Jan. '74 5             | N. Y. Provid. & Boston. .... 100  | 1,500,000         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Central Ohio. .... 100             | 2,426,000         | J. & J.           | Jan. '74 5             | Ring Bridge & Oatland. .... 100   | 1,000,000         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| ..... pref. .... 50                | 400,000           | J. & J.           | Jan. '74 5             | North Carolina. .... 100          | 4,800,000         | J. & J.           | Jan. '73 5             |                                   |                   |                   |                        |
| Central Pacific. .... 100          | 54,275,600        | J. & J.           | Sept. '73 11           | N. Eastern (N.C.) pref. .... 100  | 111,000           | M. & N.           | May '67 4              |                                   |                   |                   |                        |
| Chemung. .... 100                  | 380,000           | J. & J.           | Oct. '73 11            | North Pennsylvania. .... 50       | 3,473,500         | January.          | Jan. '74 5s            |                                   |                   |                   |                        |
| Chesapeake and Potomac. .... 100   | 2,100,000         | J. & J.           | Jan. '74 3             | Northern Central. .... 50         | 8,842,000         | M. & N.           | Nov. '72 3             |                                   |                   |                   |                        |
| Chesapeake, preferred. .... 100    | 9,929,900         | M. & S.           | Mar. '74 5             | N. rthern N. Hampsh. .... 100     | 3,065,400         | J. & D.           | Dec. '73 4             |                                   |                   |                   |                        |
| Chicago and Alton. .... 100        | 2,425,400         | M. & S.           | Mar. '74 5             | Northern New Jersey. .... 100     | 1,000,000         | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| ..... pref. .... 100               | 19,997,000        | M. & S.           | Mar. '74 5             | Norwich and Worcester. .... 100   | 2,523,400         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Chicago, Burl. & Quincy. .... 100  | 3,916,300         | M. & S.           | Mar. '74 5             | Ogdensburg & L. Champl. .... 100  | 5,077,800         | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| Chicago, Iowa & Nebraska. .... 100 | 15,033,480        | J. & J.           | Jan. '74 4             | ..... pref. .... 100              | 2,000,000         | A. & O.           | Apr. '74 4             |                                   |                   |                   |                        |
| Chicago & N. Western. .... 100     | 12,295,583        | J. & J.           | Dec. '73 31            | Ohio and Mississippi. .... 100    | 19,295,847        | J. & J.           | Apr. '74 4             |                                   |                   |                   |                        |
| ..... pref. .... 100               | 19,000,000        | J. & J.           | July '73 31            | Oil Cr. & Allegheny R. .... 100   | 4,024,474         | J. & D.           | Dec. '72 31s           |                                   |                   |                   |                        |
| Chicago, R. I. & Pacific. .... 100 | 3,500,000         | A. & O.           | Apr. '74 4             | Old Colony & Newport. .... 100    | 4,258,350         | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| Cin., Ham. & Dayton. .... 50       | 2,980,550         | A. & O.           | Oct. '73 4             | Oswego and Syracuse. .... 100     | 2,297,900         | F. & A.           | Feb. '74 3             |                                   |                   |                   |                        |
| Cin., Sand. and Clev. .... 50      | 429,046           | M. & N.           | Apr. '72 10s           | Pacific of Missouri. .... 100     | 1,824,400         | F. & A.           | Feb. '74 1             |                                   |                   |                   |                        |
| ..... pref. .... 100               | 14,991,275        | F. & A.           | Aug. '73 31            | Panama. .... 100                  | 3,635,750         | J. & J.           | Apr. '74 11            |                                   |                   |                   |                        |
| Clev., Col. Cin. & Ind. .... 100   | 2,057,559         | M. & N.           | Nov. '73 31            | Paterson and Hudson. .... 100     | 7,000,000         | J. & J.           | Apr. '74 3             |                                   |                   |                   |                        |
| Cleveland & Mahoning. .... 50      | 11,236,150        | F.M.A.N.          | Feb. '74 11            | Paterson and Newark. .... 100     | 335,000           | J. & J.           | Jan. '74 41            |                                   |                   |                   |                        |
| Cleveland & Piquette. .... 100     | 13,000,000        | M. & S.           | Mar. '74 5             | Paterson and Ramap. .... 100      | 600,000           | J. & J.           | Jan. '74 41            |                                   |                   |                   |                        |
| Col., Chic. & Ind. .... 100        | 1,786,800         | M.J.S.D.          | Mar. '74 2             | Pembler & Hightstown. .... 50     | 443,000           | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Columbus and Xenia. .... 50        | 2,500,000         | F. & A.           | Feb. '74 5             | Pennsylvania. .... 100            | 342,150           | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| Colum. & Hocking Val. .... 100     | 1,500,000         | M. & N.           | Nov. '73 5             | Peoria & Bureau Val. .... 100     | 72,000,000        | M. & N.           | Dec. '73 5s            |                                   |                   |                   |                        |
| Concord. .... 50                   | 350,000           | J. & J.           | Jan. '74 31            | Philadelphia and Erie. .... 50    | 1,200,000         | F. & A.           | Feb. '74 4             |                                   |                   |                   |                        |
| Concord and Port. .... 100         | 2,100,000         | F. & A.           | Feb. '74 3             | ..... pref. .... 100              | 2,400,000         | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Conn. & Paman p. Riv. .... 100     | 1,952,000         | J. & J.           | Jan. '74 5             | Phil. Ger. & Norristown. .... 50  | 1,626,250         | M.J.S.D.          | Dec. '73 3             |                                   |                   |                   |                        |
| Connecticut River. .... 100        | 1,954,250         | J. & J.           | Oct. '73 4             | Philadelphia & Reading. .... 50   | 32,684,375        | J. & J.           | Apr. '74 21            |                                   |                   |                   |                        |
| Cumberland and Del. .... 100       | 600,000           | M. & N.           | Nov. '73 5             | ..... pref. .... 100              | 1,551,800         | J. & J.           | Apr. '74 21            |                                   |                   |                   |                        |
| Danbury and Newr. .... 50          | 1,250,941         | J. & J.           | Jan. '74 3             | Phila. and Trenton. .... 100      | 1,250,100         | J. & J.           | Apr. '74 21            |                                   |                   |                   |                        |
| Delaware. .... 100                 | 18,868,580        | J. & J.           | Apr. '74 21            | Phila., Wil. & Balt. .... 100     | 1,485,750         | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Del., Lockaw. & West. .... 50      | 822,110           | J. & J.           | Apr. '74 21            | Pittsbg., Ft. W. & Chi. .... 100  | 1,714,253         | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Detroit & Milwaukee. .... 50       | 2,095,000         | J. & J.           | Dec. '69 7             | ..... Special Imp. .... 100       | 2,600,000         | J. & J.           | Jan. '74 11            |                                   |                   |                   |                        |
| Dubuque and Sioux City. .... 100   | 5,000,000         | A. & O.           | Apr. '74 3             | Pittsbg. & N. Adams. .... 100     | 11,000            | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| East Pennsylvania. .... 50         | 1,309,200         | J. & J.           | Jan. '74 3             | Portland and Concord. .... 100    | 616,700           | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| East Mahanoy. .... 50              | 392,950           | J. & J.           | Jan. '74 3             | Yarmouth certificates. .... 100   | 202,400           | J. & J.           | Jan. '74 3             |                                   |                   |                   |                        |
| Eastern (Mass.). .... 100          | 4,262,600         | J. & J.           | July '73 3             | Portl., Saco & Portland. .... 100 | 1,500,000         | A. & O.           | Apr. '72 3             |                                   |                   |                   |                        |
| Eastern (N. H.). .... 100          | 500,000           | J. & J.           | July '73 3             | Providence & Worcester. .... 100  | 2,000,000         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Elmira, Jct. & Canand. .... 100    | 500,000           | F. & A.           | Feb. '74 21            | Raleigh and Gaston. .... 100      | 1,500,000         | J. & J.           | Jan. '74 5             |                                   |                   |                   |                        |
| Elmira & Williamsport. .... 50     | 500,000           | M. & N.           | Nov. '73 31            | Rensselaer & Saratoga. .... 100   | 6,000,000         | J. & J.           | Jan. '71 6             |                                   |                   |                   |                        |
| ..... pref. .... 100               | 500,000           | J. & J.           | Jan. '74 31            | Roch. & Genesee Val. .... 110     | 557,500           | J. & J.           | Jan. '74 4             |                                   |                   |                   |                        |
| Erie Railway. .... 100             | 78,000,000        | A. & O.           | Oct. '73 1             | Rome, Watert. and Ogd. .... 100   | 2,993,900         | J. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| ..... pref. .... 100               | 8,539,910         | M.J.S.D.          | Oct. '73 31            | Rutland. .... 100                 | 2,700,000         | J. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| Erie and Pittsburg. .... 100       | 1,000,000         | J. & J.           | Jan. '74 4             | ..... preferred. .... 100         | 4,000,000         | F. & A.           | Feb. '74 31            |                                   |                   |                   |                        |
| Fitchburg. .... 100                | 4,000,000         | J. & J.           | Jan. '74 4             | St. Croix and Penobscot. .... 100 | 100,000           | J. & J.           | July '71 2             |                                   |                   |                   |                        |
| Georgia. .... 100                  | 1,156,000         | J. & J.           | Oct. '74 4             | St. L., Alt. & T. state. .... 100 | 2,300,000         | J. & J.           | May '68 7              |                                   |                   |                   |                        |
| Grand River Val. guar. .... 100    | 1,000,000         | A. & O.           | Aug. '70 31            | ..... pref. .... 100              | 2,040,000         | F. & A.           | May '68 7              |                                   |                   |                   |                        |
| Grand Trunk, (Can.) .... 100       | 14,267,946        | A. & O.           | Oct. '73 21            | St. Louis and Iron Mt. .... 100   | 10,000,000        | Nov. '72 21       | Nov. '72 21            |                                   |                   |                   |                        |
| Great Western, (Can.) .... 100     | 19,237,404        | F. & A.           | Aug. '70 31            | St. L., Kan. C. & North. .... 100 | 12,000,000        | Nov. '72 21       | Nov. '72 21            |                                   |                   |                   |                        |
| Hannibal & St. Joseph. .... 100    | 4,151,700         | F. & A.           | Aug. '70 31            | ..... pref. .... 100              | 12,000,000        | Nov. '72 21       | Nov. '72 21            |                                   |                   |                   |                        |
| ..... pref. .... 100               | 6,078,224         | Annual            | Nov. '73 5             | Saratoga and Schenec. .... 100    | 300,000           | A. & O.           | Oct. '73 31            |                                   |                   |                   |                        |
| Hanover Branch, (Pa.) .... 50      | 116,850           | M. & N.           | Nov. '73 5             | Schenykill Valley. .... 100       | 878,050           | J. & J.           | Oct. '73 31            |                                   |                   |                   |                        |
| Harlem Extension. .... 100         | 4,000,000         | J. & J.           | Jan. '74 31            | Seaboard and Roanoke. .... 100    | 1,151,400         | M. & N.           | Nov. '70 7             |                                   |                   |                   |                        |
| Harrisburg & Lancaster. .... 100   | 1,182,500         | J. & J.           | Jan. '74 31            | Shamokin V. & Pottav. .... 50     | 849,450           | F. & A.           | Feb. '74 3             |                                   |                   |                   |                        |
| Huntington, pref. .... 100         | 1,180,000         | J. & J.           | Jan. '74 4             | Shore Line. .... 100              | 995,800           | J. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| Huntington & Bd Top. .... 50       | 890,000           | J. & J.           | Jan. '74 4             | South Branch (N. J.) .... 100     | 838,200           | J. & J.           | Jan. '72 3             |                                   |                   |                   |                        |
| ..... pref. .... 100               | 450,750           | J. & J.           | July '68 31            | South Carolina. .... 100          | 5,819,775         | F. & A.           | Feb. '72 1             |                                   |                   |                   |                        |
| Illinois Central. .... 100         | 25,280,511        | F. & A.           | Feb. '74 4             | South Western, (Ga.) .... 100     | 3,839,500         | F. & A.           | Feb. '73 4             |                                   |                   |                   |                        |
| Indianapolis, Cin. & Laf. .... 100 | 7,685,497         | M. & S.           | Sept. '67 4            | State Island. .... 100            | 3,860,000         | J. & J.           | July '67 4             |                                   |                   |                   |                        |
| Iowa Falls & Sioux City. .... 100  | 7,025,000         | J. & J.           | Jan. '74 3             | Stockbridge and Pitts. .... 100   | 443,700           | J. & J.           | Jan. '74 31            |                                   |                   |                   |                        |
| Jeffersonv., Ind. & Ind. .... 100  | 2,000,000         | J. & J.           | Jan. '68 5             | Stony Brook. .... 100             | 287,200           | M. & N.           | May '72 3              |                                   |                   |                   |                        |
| Joliet and North Indiana. .... 100 | 1,500,000         | J. & J.           | Jan. '74 11            | Summit Branch. .... 50            | 2,502,250         | F. & A.           | Feb. '74 3             |                                   |                   |                   |                        |
| Joliet & North Indiana. .... 100   | 200,000           | J. & J.           | Jan                    |                                   |                   |                   |                        |                                   |                   |                   |                        |

**Internal Seaboard Navigation.**

A note appended to the Annual Report of the Pennsylvania Railroad Company—which was published by us entire in our last issue—states a fact which very few would have thought existed. It is that—

"The tonnage delivered by the Delaware and Raritan canal into the Raritan river exceeds that delivered by the Erie canal into the Hudson river, and equals that of the foreign trade of New York, both in American and foreign vessels, passing out of Sandy Hook."

The Philadelphia *North American* comments upon this as a fresh illustration of the vast extent of the domestic commerce of the republic. It is but a single line of transit, but its importance lies in its being a direct water route from Philadelphia to Newark and New York. No debt is piled up by any State government to enlarge this work. Yet it delivers in the Raritan river a tonnage equal to the foreign trade of New York. The port of Philadelphia, however, has other lines in addition which constitute it an emporium of lines of internal navigation, such as the Chesapeake and Delaware canal and its southern connections, the Schuylkill Navigation and its connections, the Delaware Division canal and the Lehigh Navigation. Philadelphia thus has a great domestic trade, which she has cherished and developed in contradistinction to New York's foreign trade.

**Commendable Action of Gov. Hartranft.**

The publication in the daily papers, of the full correspondence between Gov. Hartranft and the local authorities, in that part of the State of Pennsylvania crossed by the Erie Railway, discloses a piece of honesty, courage and efficiency, in an Executive Chair, which cannot be too highly commended, in these days when so many office seekers are pandering to the passions of the mob. The whole country owes to Pennsylvania a debt of gratitude for being so prompt in laying down the law, and the true course of action in regard to combinations of employees to obstruct the business of railroad companies. It is no sufficient excuse for the men at Susquehanna to say that their pay has been wrongfully withheld from them. They have other, and peaceful, remedies against the company. *Prima facie*, it is for the interest of all railroad corporations to keep their employees well paid up; and we are at a loss to account for this neglect on the part of the Erie Company, which is seeking to borrow money on the strength of the earning-power of the property. We suspect that this has been a bad season for this corporation, as well as for some others. But it is especially fortunate for this company that their mutinous workmen chose the territory of Pennsylvania for their exploits. We fear that New York and New Jersey Executives would not have been so prompt to protect a corporation so essentially foreign. Pennsylvania will have her reward. The expense and trouble she has been put to in this matter, will save her much trouble and money hereafter.

It would seem that the sheriff of the county was anxious to do his duty, on the one hand, and to preserve the peace by conceding something to the strikers, on the other; and it would seem that some unauthorized committee (composed most likely of hired lawyers, or office seekers) telegraphed to the Governor protesting against the

employment of the military against their fellow-townsmen at the behest of a railroad corporation. Gov. Hartranft's reply is admirable, and completely covers the issue. After expressing his sympathy with the strikers in their failure to get their pay, he said:

"But, as the Chief Executive of this State, I cannot allow creditors, however meritorious their claims may be, to forcibly seize property of their debtors, and hold it without due process of law. Much less can I allow them to take and hold illegal possession of a great highway, and to punish the innocent public, either as passengers or transporters, for the default of a corporation with which they have no concern. Whenever the laws of this Commonwealth shall provide that the employees of a railroad may suspend all traffic upon it until their wages are paid, I will acquiesce, but I cannot do so while the law refuses to contemplate any such remedy. My duty is not to make the laws or to criticize them, but to execute them, and that duty I must discharge without fear or favor."

At the same time there were persons near the scene telegraphing to the New York papers that "the law was on the side of the strikers." It is impossible to resist the conviction that there are conspirators against the Erie Company fomenting mischief, for the purposes of stock speculation. There should be some law to reach the cunning plotters, as well as the ignorant tool whom they use.

**Arkansas Railroad Aid Bonds.**

A letter from Gov. Baxter, of Arkansas, is published, in which he says that, upon full investigation, he is satisfied that neither he nor his predecessors had any authority to issue any railroad aid bonds in the name of the State, the provisions of the constitution not having been regarded in the act of the Legislature authorizing them. The question must, of course, be decided by the courts. The Governor, says:

"Though the amount of the bonds is large, and the loss to the holders would seem to be serious, it must not be forgotten that, owing to their doubtful validity, and other considerations, they have always been at a very heavy discount, and that their present value in market is nominal. But, if it should transpire that these bonds have any legal validity, they will be paid, although the people have received little consideration for them, and the present holders obtained them at merely nominal prices on a speculative venture."

According to the *Planter's Gazette* the Republic of Costa Rica contains many elements of future prosperity. Its chief requirements are labor and railways, both of which are being gradually provided. A line now under construction between the capital, San Jose, and Port Limon, on the Atlantic, has already made considerable progress. Out of the total length of 114 miles about 40 are finished, 24 ready for rails, 15 under construction, and 35 untouched. The summit of the line is Cartago, 5,000 feet above the sea, to which trains now run.

**DREDGING MACHINES AND SCOWS FOR SALE.**

One (Osgood Pattern) Second Hand. Price \$10,000.  
One, Almost New. Price \$22,000.  
Two Large Dumping Scows, \$3,500 Each.  
Apply to

**A. W. LADD,  
6 and 7 Dey Street.**

**The Self-Lighting Kerosene Lamp!**

LIGHTS YOUR LAMP IN AN INSTANT!

No Removing the Chimney!

NO ELECTRICITY!

No Lucifer Matches!

Thousands View it with Perfect Admiration.

No more Houses, Stores or Railway Trains set afire by the Carelessness of Matches.

There are few inventions which spring into such sudden and universal popularity upon the first introduction as was achieved at once by this

Self-Lighting Lamp.



ALWAYS

READY.

This valuable patent has nearly 17 years to run. You can at once see the advantage of owning and controlling the

**EXCLUSIVE RIGHT OF MANUFACTURE**

and sale of these goods in a single County in this densely populated State, or indeed any other State.

**A SELF-LIGHTING KEROSENE LAMP!**

A SELF-LIGHTING GAS ATTACHMENT!!

A SELF-LIGHTING HAND LANTERN!!!

A SELF-LIGHTING TORCH!!!!

We feel confident in our ability to offer to enterprising men of moderate capital, in the purchase of Territory, such inducements that they will have no cause to doubt the results.

**IT SELLS AT SIGHT EVERYWHERE.**

Just the thing long needed for Railroad Cars and Officials, Depots, Stores, Dwelling Houses and Factories. Every such place will have them at once. Thousands of these Self-Lighting Burners have been sold during the past season in the New England States alone. What better proof need we ask for its merit and growing popularity?

**WE ASSERT WITHOUT HESITATION**

They are the best selling and most money-making inventions ever put on this or any other market for sale.

The price is within the reach of all. We have goods now ready for delivery, and any man can commence today to make a small fortune in the sale of these goods alone.

Call and see it in practical operation.

Or enclose one dollar for a sample Burner.

One dollar for Gas Attachment.

Two dollars for a Torch, two dollars and a half for a Self Lighting Lamp, and they will be sent with our terms for territory to any part of the country.

**OFFICE AND SALESROOM OF**

"The Universal Self-Lighting Lamp Co."

No. 563 Broadway, New York.

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds.                 | Amount.    | Rate. | Interest Payable. |               | Due  | Price   | Description of Bonds.                 | Amount.     | Rate. | Interest Payable. |               | Due     | Price   |
|---------------------------------------|------------|-------|-------------------|---------------|------|---------|---------------------------------------|-------------|-------|-------------------|---------------|---------|---------|
|                                       |            |       | When.             | Where.        |      |         |                                       |             |       | When.             | Where.        |         |         |
| Adirondack:                           |            |       |                   |               |      |         | Brunswick and Albany:                 |             |       |                   |               |         |         |
| 1st Mortgage.....                     | \$930,000  | 7     | Jan. & July.      | New York.     | 1896 | ....    | 1st Mort.(gold)end. by Ga. tax fr.    | \$3,630,000 | 6     | April & Oct.      | New York.     | 1908    | ....    |
| Alabama Central:                      |            |       |                   |               |      |         | 2d Mort. sinking fund gold.....       | 2,350,000   | 7*    | " "               | " "           | 1893    | ....    |
| 1st Mortgage.....                     | 1,600,000  | 8     | Jan. & July.      | New York.     | 1901 | ....    | Buffalo, Bradford and Pittsburg:      |             |       |                   |               |         |         |
| Alabama and Chattanooga:              |            |       |                   |               |      |         | General Mortgage.....                 | 580,000     | 7     | Jan. & July.      | New York.     | 1896    | ....    |
| 1st Mortgage, guar. by Ala.....       | 16,000pm   | 8*    | Jan. & July.      | New York.     | 1889 | ....    | Buffalo, Corry and Pittsburg:         |             |       |                   |               |         |         |
| 2d Mortgage.....                      | 9,000pm    | 8     | " "               | " "           | 1889 | ....    | 1st Mortgage.....                     | 700,000     | 7     | March & Sept.     | New York.     | 1886    | ....    |
| Alabama and Georgia:                  |            |       |                   |               |      |         | Buffalo, New York and Erie:           |             |       |                   |               |         |         |
| 1st Mortgage, guar. by Ala. & Ga.     | 16,000pm   | 8     | Jan. & July.      | New York.     | 1891 | ....    | 1st Mortgage.....                     | 2,000,000   | 7     | June & Dec.       | New York.     | 1877    | 90      |
| Albany and Susquehanna:               |            |       |                   |               |      |         | Buffalo, New York & Phila.:           |             |       |                   |               |         |         |
| 1st Mortgage.....                     | 1,600,000  | 7     | Jan. & July.      | New York.     | 1888 | 103 1/2 | 1st Mortgage.....                     | 3,000,000   | 6     | Jan. & July.      | New York.     | 1896    | ....    |
| 2d Mortgage.....                      | 2,000,000  | 7     | April & Oct.      | " "           | 1885 | 100 1/2 | Burlington, Cedar Rapids & Minn.:     |             |       |                   |               |         |         |
| 3d Mortgage.....                      | 899,000    | 7     | May & Nov.        | " "           | 1881 | 92 1/2  | 1st Mortgage coin or stg skg fd.      | 20,000pm    | 7*    | May & Nov.        | N. Y. & Lond. | 1899    | 63      |
| Albany Loan.....                      | 1,000,000  | 6     | " "               | Albany.       | 1896 | ....    | Burlington and Missouri River:        |             |       |                   |               |         |         |
| Alexandria and Fredericksburg:        |            |       |                   |               |      |         | Land and R. R. Mortgage.....          | 5,058,350   | 7     | April & Oct.      | Boston.       | 1893    | 99      |
| 1st Mortgage.....                     | 1,000,000  | 7     | June & Dec.       | New York.     | 1896 | ....    | Stock Bonds pref. 2d lien.....        | 600,000     | 7     | Jan. & July.      | " "           | 1875    | 98 1/2  |
| Allouez Valley:                       |            |       |                   |               |      |         | Stock Bonds pref. 3d lien.....        | 1,200,000   | 8     | " "               | " "           | 1873    | ....    |
| General Mortgage.....                 | 4,000,000  | 7.3   | Jan. & July.      | New York.     | 1896 | 92      | Stock (common) Bonds.....             | 980,000     | 8     | April & Oct.      | " "           | 1879    | 97 1/2  |
| Special Mortgage to Penn.....         | 3,500,000  | 5     | " "               | Harrisburg.   | .... | 57 1/2  | Stock (common) Bonds.....             | 899,500     | 8     | Jan. & July.      | " "           | 1894    | 98 1/2  |
| Androscoquin:                         |            |       |                   |               |      |         | Stock (common) Bonds.....             | 1,377,840   | 8     | " "               | " "           | 1889    | ....    |
| 1st Mortgage (Bath Loan).....         | 425,000    | 6     | Jan. & July.      | Bath, Me.     | 1891 | ....    | Burlington & Mo. Riv. in Neb.:        |             |       |                   |               |         |         |
| Arkansas Central (narrow gauge):      |            |       |                   |               |      |         | 1st Mortgage convertible.....         | 5,557,971   | 8     | Jan. & July.      | Boston.       | 1894    | 100     |
| 1st Mortgage.....                     | 8,000pm    | 8*    | Jan. & July.      | New York.     | 1891 | ....    | Burlington and Southwestern:          |             |       |                   |               |         |         |
| Atchafalpa and Nebraska:              |            |       |                   |               |      |         | 1st Mortgage.....                     | 20,000pm    | 8     | May & Nov.        | Boston.       | 1894    | 50      |
| 1st Mortgage.....                     | 3,500,000  | 8     | Jan. & July.      | Boston.       | 1891 | 43 1/2  | Cairo and Fulton (Arkansas):          |             |       |                   |               |         |         |
| Atchafalpa, Topeka and Santa Fe:      |            |       |                   |               |      |         | 1st Mort. (R.R. & Land) S.F. gold     | 8,000,000   | 7*    | Jan. & July.      | New York.     | 1891    | 85      |
| 1st Mortgage (gold).....              | 15,000pm   | 7*    | Jan. & July.      | Boston.       | 1899 | ....    | Cairo and St. Louis (3 ft. gauge):    |             |       |                   |               |         |         |
| Land Grant Mortgage (gold)....        | 7,500pm    | 7*    | April & Oct.      | " "           | 1902 | ....    | 1st Mortgage.....                     | 2,250,000   | 7     | April & Oct.      | New York.     | 1901    | ....    |
| Atlanta and Richmond Air Line:        |            |       |                   |               |      |         | Cairo and Vincennes:                  |             |       |                   |               |         |         |
| 1st Mortgage (guar. by Ga.).....      | 16,000pm   | 8     | Jan. & July.      | New York.     | 1900 | 59      | 1st Mortgage, gold.....               | 3,500,000   | 7*    | April & Oct.      | New York.     | 1901    | ....    |
| Atlantic and Great Western:           |            |       |                   |               |      |         | California Pacific:                   |             |       |                   |               |         |         |
| 1st Mortgage (gold).....              | 18,000,000 | 7*    | Jan. & July.      | London.       | 1902 | ....    | 1st Mortgage, sinking fund.....       | 2,250,000   | 7*    | Jan. & July.      | New York.     | 1889    | ....    |
| 2d Mortgage (gold).....               | 12,000,000 | 7*    | March & Sept.     | " "           | 1902 | ....    | Camden and Atlantic:                  |             |       |                   |               |         |         |
| 3d Mortgage (gold) Income.....        | 29,000,000 | 7*    | May & Nov.        | " "           | 1902 | ....    | 2d Mortgage of 1854.....              | 600,000     | 7     | April & Oct.      | Camden.       | 1879    | 98 1/2  |
| Atlantic and Gulf:                    |            |       |                   |               |      |         | Camden and Burlington County:         |             |       |                   |               |         |         |
| Consolidated (285 m.) free U. S. tax  | 2,000,000  | 7     | Jan. & July.      | New York.     | 1897 | ....    | Consolidated 1st Mortgage.....        | 388,000     | 6     | Feb. & Aug.       | Philadelphia. | 1900    | 89      |
| Sectional (S. A. & G. R. R.) bonds    | 310,000    | 7     | " "               | " "           | var. | ....    | Canada, Michigan and Chicago:         |             |       |                   |               |         |         |
| 1st Mortgage (S. Ga. & Fla. R. R.)    | 464,000    | 7     | May & Nov.        | " "           | 1888 | ....    | 1st Mort. (skg fd) for \$2,750,000..  | .....       | 7     | " "               | New York.     | ....    | ....    |
| 2d Mortgage (S. Ga. & Fla. R. R.)     | 200,000    | 7     | " "               | " "           | 1889 | ....    | Canada Southern:                      |             |       |                   |               |         |         |
| Atlantic and Lake Erie:               |            |       |                   |               |      |         | 1st Mort (skg fd)gd for \$9,000,000   | 8,760,000   | 7*    | Jan. & July.      | N. Y. L. & F. | 1906    | 67 1/2  |
| 1st Mort. (gold) for \$5,000,000...   | .....      | 7*    | Jan. & July.      | New York.     | 1901 | ....    | Carthage & Burlington (C.B. & Q.)     |             |       |                   |               |         |         |
| Atlantic, Miss. and Ohio (428 m.):    |            |       |                   |               |      |         | 1st Mortgage guar. and tax free..     | 600,000     | 8     | May & Nov.        | New York.     | 1879    | ....    |
| 1st Mortgage for \$15,000,000.....    | .....      | 7     | Jan. & July.      | New York.     | 1901 | ....    | Catawissa:                            |             |       |                   |               |         |         |
| Atlantic and North Carolina:          |            |       |                   |               |      |         | 1st Mortgage (old).....               | 230,000     | 7     | Feb. & Aug.       | Philadelphia. | 1882    | ....    |
| 1st Mortgage.....                     | 200,000    | 8     | Jan. & July.      | New York.     | 1873 | ....    | 1st Mortgage (new).....               | 1,300,000   | 7     | " "               | " "           | 1900    | 100 1/2 |
| Atlantic and Pacific:                 |            |       |                   |               |      |         | Chattel Mortgage.....                 | 158,350     | 5     | " "               | " "           | '80-'89 | 61      |
| Land Mortgage gold bonds.....         | 3,000,000  | 6*    | Jan. & July.      | New York.     | 1888 | ....    | Cazenovia and Canastota:              |             |       |                   |               |         |         |
| 1st Mort. (So. Pac. R. R.) gold b'ds  | 7,250,000  | 6*    | " "               | " "           | 1888 | ....    | 1st Mortgage, gold.....               | 250,000     | 7     | Feb. & Aug.       | New York.     | 1890    | ....    |
| Atlantic and St. Lawrence:            |            |       |                   |               |      |         | Cedar Falls and Minnesota:            |             |       |                   |               |         |         |
| 1st Mortgage (sterling) of 1853...    | 484,000    | 6*    | May & Nov.        | London.       | 1878 | ....    | 1st Mort. (C. F. to Waverly)....      | 294,000     | 7     | April & Oct.      | New York.     | 1884    | ....    |
| 2d Mortgage (sterling) of 1864...     | 1,499,966  | 6*    | April & Oct.      | " "           | 1884 | ....    | 1st Mort. (W. to Minn. Line)....      | 1,377,000   | 7     | Jan. & July.      | " "           | 1907    | 83      |
| 3d Mortgage (sterling) of 1871...     | 712,932    | 6*    | May & Nov.        | " "           | 1891 | ....    | Cedar Rapids & Mo. Riv. (C. & N. W.): |             |       |                   |               |         |         |
| Bald Eagle Valley:                    |            |       |                   |               |      |         | 1st Mortgage, 1st Div. \$10,000pm     | 700,000     | 7     | Feb. & Aug.       | New York.     | 1891    | 82      |
| 1st Mortgage.....                     | 371,200    | 6     | Jan. & July.      | Philadelphia. | 1881 | ....    | 1st Mortgage 2d Div. \$10,000 p. m.   | 582,000     | 7     | " "               | " "           | 1894    | 87 1/2  |
| 2d Mortgage.....                      | 100,000    | 7     | " "               | " "           | 1884 | ....    | 1st Mortgage 3d Div. \$16,000 p. m.   | 2,332,000   | 7     | May & Nov.        | " "           | 1916    | 82 1/2  |
| Baltimore and Ohio:                   |            |       |                   |               |      |         | Central Branch Union Pacific:         |             |       |                   |               |         |         |
| Loan of 1855 '75.....                 | 857,250    | 6     | Jan. & July.      | Baltimore.    | 1875 | 100     | 1st Mort. (Atch. & Pike's Peak).      | 1,600,000   | 6*    | May & Nov.        | New York.     | 1895    | ....    |
| Loan of 1850-'80.....                 | 579,500    | 6     | " "               | " "           | 1880 | 99 1/2  | 2d Mortgage Govern't subsidy.         | 1,600,000   | 6     | Jan. & July.      | " "           | 1895    | ....    |
| Loan of 1853-'55.....                 | 1,710,500  | 6     | April & Oct.      | " "           | 1885 | 100 1/2 | Central of Georgia:                   |             |       |                   |               |         |         |
| Loan of 1855-'90 (Balt.) skg fd.      | 3,461,146  | 6     | Jan. & July.      | " "           | 1890 | ....    | 1st Mortgage.....                     | 789,000     | 7     | March & Sept.     | New York.     | 1875    | ....    |
| Loan of 1870-'95 (stg.) skg fund.     | 3,620,320  | 6     | March & Sept.     | London.       | 1895 | ....    | Central of Iowa:                      |             |       |                   |               |         |         |
| Loan of 1872-1902 (stg.) S. F.....    | 9,495,016  | 6     | " "               | " "           | 1902 | ....    | 1st Mortgage, gold, \$16,000 p. m.    | 3,248,000   | 7*    | Jan. & July.      | New York.     | 1899    | 46      |
| 3d Mort. (N. W. Va. R. R.) assumed    | 140,000    | 6     | Jan. & July.      | Baltimore.    | 1885 | 92      | 2d Mortgage, gold, \$4,000 p. m..     | 812,000     | 7*    | April & Oct.      | " "           | 1901    | ....    |
| Baltimore and Potomac:                |            |       |                   |               |      |         | Central of New Jersey:                |             |       |                   |               |         |         |
| 1st Mort. (tunnel) gold guar....      | 1,500,000  | 6*    | Jan. & July.      | Baltimore.    | 1911 | ....    | 2d (now 1st) Mortgage (balance)       | 174,000     | 7     | May & Nov.        | New York.     | 1875    | 190     |
| 1st Mortgage (R. R.) gold guar....    | 3,500,000  | 6*    | April & Oct.      | " "           | 1911 | ....    | Convertible bonds of 1872.....        | 5,000,000   | 7     | " "               | " "           | 1902    | 107 1/2 |
| Bangor and Piscataquis:               |            |       |                   |               |      |         | New Mortgage for \$5,000,000...       | 5,000,000   | 7     | Feb. & Aug.       | " "           | 1890    | 106 1/2 |
| 1st Mortgage (Bangor loan) ....       | 600,000    | 6     | April & Oct.      | Bangor.       | 1899 | ....    | Loan of Lehigh & Nav. Co. (asu'd)     | 2,310,000   | 6     | J. A. & J. O.     | Philadelphia  | 1897    | ....    |
| 1st Mort. (Bangor loan) extens'n      | 122,000    | 7     | " "               | " "           | 1901 | ....    | Central Ohio (B. & O.):               |             |       |                   |               |         |         |
| Bay City and East Saginaw:            |            |       |                   |               |      |         | 1st Mortgage guaranteed.....          | 2,500,000   | 6     | March & Sept.     | Baltimore.    | 1890    | 89      |
| 1st Mort. guar. by B. & P. M. Co.     | 100,000    | 10    | Jan. & July.      | Detroit.      | 1886 | ....    | Central Pacific of California:        |             |       |                   |               |         |         |
| Bedford and Bridgeport:               |            |       |                   |               |      |         | 1st Mortgage, 30 years bonds, gold    | 25,883,000  | 6*    | Jan. & July.      | New York.     | '95-'99 | 94 1/2  |
| 1st Mortgage.....                     | 500,000    | 8     | April & Oct.      | Philadelphia. | 1891 | ....    | Convertible 20 years bonds, gold      | 1,483,000   | 7*    | " "               | " "           | 1883    | 100     |
| Belfast and Moosehead Lake:           |            |       |                   |               |      |         | State Aid B'ds (Int. by State) gold   | 1,500,000   | 7*    | " "               | " "           | 1885    | 100     |
| 1st Mortgage (gold).....              | 150,000    | 6     | May & Nov.        | Portland.     | 1890 | ....    | 1st Mort. (Western Pacific) gold      | 2,735,000   | 6*    | " "               | " "           | 1899    | ....    |
| Belleville and Southern Illinois:     |            |       |                   |               |      |         | 1st Mort. (Calif. & Oregon) gold      | 6,750,000   | 6*    | " "               | " "           | '88-'92 | ....    |
| 1st Mort. guar. by St. L. A. & T. II. | 1,100,000  | 8     | April & Oct.      | New York.     | 1896 | 97      | 1st Mort. (S. Fr., Okld. & Ala.)..    | 600,000     | 8*    | " "               | San Francisco | 1890    | ....    |
| Belt and Madison (C. & N. W.):        |            |       |                   |               |      |         | 1st Mort. (San Joaquin V. D.) gold    | 6,050,000   | 6*    | April & Oct.      | New York.     | 1900    | ....    |
| 1st Mortgage.....                     | 333,000    | 7     | Jan. & July.      | New York.     | 1888 | ....    | Land bonds (Cen. Pac. Co.) gold       | 9,153,000   | 6*    | " "               | " "           | 1890    | ....    |
| Belvidere Delaware:                   |            |       |                   |               |      |         | Charleston and Savannah:              |             |       |                   |               |         |         |
| 1st Mortgage (guar. by C. & )         | 1,000,000  | 6     | June & Dec.       | New York.     | 1877 | 95      | 1st Mortgage guar. by S. Car....      | 505,000     | 6     | March & Sept.     | Charleston.   | 1877    | ....    |
| 2d Mortgage (A. Co. and )             | 492,500    | 6     | March & Sept.     | Princeton.    | 1885 | 84      | Funded Interest on 1st Mort....       | 157,400     | 7     | " "               | " "           | 1889    | ....    |
| 3d Mortgage (Penn. R. R. Co.)         | 745,000    | 6     | Feb. & Aug.       | " "           | 1887 | 83 1/2  | Charlotte, Columbia & Augusta:        |             |       |                   |               |         |         |
| Blue Ridge, S. Car.):                 |            |       |                   |               |      |         | 1st Mortgage.....                     | 2,100,000   | 7     | Jan. & July.      | New York.     | 1895    | ....    |
| 1st Mortgage (guar. by State) gold    | 4,000,000  | 7*    | Jan. & July.      | Charleston.   | 1898 | ....    | Charters:                             |             |       |                   |               |         |         |
| Boston and Albany:                    |            |       |                   |               |      |         | 1st Mort. guar. by Penna.....         | 400,000     | 7     | April & Oct.      | Philadelphia. | 1901    | ....    |
| Currency bonds of Feb. 1, 1872.       | 3,000,000  | 7     | Feb. & Aug.       | Boston.       | 1892 | 105 1/2 | Cheraw and Darlington:                |             |       |                   |               |         |         |
| Boston, Clinton and Fitchburg:        |            |       |                   |               |      |         | 1st Mortgage dated Jan. 1, 1871.      | 150,000     | 8     | April & Oct.      | Charleston.   | 1888    | ....    |
| 1st Mortgage (Agricultural Br.)...    | 400,000    | 6     | Jan. & July.      | Boston.       | 1884 | 80 1/2  | 2d Mortgage dated Jan. 1, 1869.       | 75,000      | 7     | Jan. & July.      | " "           | 1888    | ....    |
| 1st Mortgage (Equalization)....       | 248,000    | 7     | " "               | " "           | 1889 | 89      | Cheraw and Sallisburg:                |             |       |                   |               |         |         |
| 1st Mortgage (consolidated)....       | 168,000    | 7     | " "               | " "           | 1890 | 90 1/2  | 1st Mortgage for \$250,000.....       | .....       | 8     | Jan. & July.      | Charleston.   | 1891    | ....    |
| Equipment M. T. R. Co.:               |            |       |                   |               |      |         | Cherokee:                             |             |       |                   |               |         |         |
| 1st Mortgage.....                     | 100,000    | 8     | April & Oct.      | " "           | 1891 | 91 1/2  | 1st Mort. guar. by Ga. \$12,500 p. m. | .....       | 7     | June & Dec.       | Atlanta.      | 1891    | ....    |
| Boston, Concord and Montreal:         |            |       |                   |               |      |         | Cherry Valley, Sharon & Albany:       |             |       |                   |               |         |         |
| Sinking Fund (consolidated)....       | 624,000    | 6     | Jan. & July.      | Boston.       | 1889 | 93      | 1st Mort. con. guar. by A. & S. Co.   | 350,000     | 7     | June & Dec.       | New York.     | 1899    | ....    |
| 1st Mortgage (71 m.).....             | 76,000     | 6     | Feb. & Aug.       | New York.     | 1865 | ....    | Chesapeake and Ohio:                  |             |       |                   |               |         |         |
| 1st Mortgage (22 1/2 m.) convertible  | 150,000    | 6     | Jan. & July.      | Boston.       | 1870 | ....    | 1st M. (gold) skg fd for \$15,000,000 | 10,000,000  | 6*    | May & Nov.        | New York.     | 1899    | 56      |
| 1st Mortgage (22 1/2 m.)              | 200,000    | 7     | " "               | New York.     | 1870 | ....    | 1st Mort. (Va. Cen.) guar. by Va.     | 100,000     | 6     | Jan. & July.      | " "           | 1880    | 73 1/2  |
| Boston, Hartford and Erie:            |            |       |                   |               |      |         | 3d Mort. ( " ) coupon.....            | 918,000     | 6     | " "               | " "           | 1884    | ....    |
| 1st Mortgage (old).....               | 660,000    | 7     | March & Sept.     | Boston.       | 1884 | ....    | Income ( " ) coupon.....              | 300,000     | 8     | " "               | " "           | 1876    | ....    |
| 1st Mortgage (Burdell).....           | 15,000,000 | 7     | Jan. & July.      | " "           | 1899 | 33      | Funded Interest, coupon.....          | 160,500     | 8     | " "               | " "           | 1877    | ....    |
| 1st Mortgage, guar. by Erie.....      | 5,000,000  | 7     | " "               | New York.     | 1899 | 45      | Cheshire:                             |             |       |                   |               |         |         |
| Mass. I. (guar'd by \$1,000,000 Ber.) | 3,000,000  | 7*    | " "               | " "           | 1899 | ....    | Coupon bonds (no Mort.).....          | 809,400     | 6     | Jan. & July.      | Boston.       | '75-'80 | ....    |
| Boston and Lowell:                    |            |       |                   |               | </   |         |                                       |             |       |                   |               |         |         |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                  | Amount.     | Rate. | Interest Payable. |               | Due. | Price.  | Description of Bonds.                 | Amount.     | Rate. | Interest Payable. |               | Due.     | Price.  |
|--|-------------|-------|-------------------|---------------|------|---------|---------------------------------------|-------------|-------|-------------------|---------------|----------|---------|
|  |             |       | When.             | Where.        |      |         |                                       |             |       | When.             | Where.        |          |         |
| Chester & Chicago Br. Junction:        |             |       |                   |               |      |         | Cinc. & Indiana (Ind. C. & La.F.):    |             |       |                   |               |          |         |
| 1st Mort. for \$1,000,000 skg fund     | \$1,000,000 | 10    | May & Nov.        | St. Louis.    | 1877 | ....    | 1st Mortgage guaranteed.....          | \$500,000   | 7     | June & Dec.       | New York.     | 1892     | 70      |
| Chester and Tamaroa:                   |             |       |                   |               |      |         | 2d Mortgage guaranteed.....           | 1,500,000   | 7     | Jan. & July.      | " "           | 1877     | 70      |
| 1st Mortgage.....                      | 660,000     | 7*    | May & Nov.        | New York.     | 1901 | ....    | Cinc., Richmond & Fort Wayne:         |             |       |                   |               |          |         |
| Chester Valley:                        |             |       |                   |               |      |         | 1st Mortgage gold, guar.....          | 1,800,000   | 7*    | June & Dec.       | New York.     | 1921     | ....    |
| 1st Mortgage (in default).....         | 500,000     | 7     | May & Nov.        | Philadelphia. | 1872 | ....    | Cincinnati, Sandusky and Clev.:       |             |       |                   |               |          |         |
| Chicago and Alton:                     |             |       |                   |               |      |         | 1st Mortgage (C. S. & C.).....        | 1,067,421   | 7     | June & Dec.       | New York.     | 1890     | 71      |
| 1st Mortgage, pref. sinking fund.      | 256,000     | 7     | May & Nov.        | New York.     | 1877 | 104     | 1st Mort. (San. Day. & Cin.) S.F.     | 988,000     | 6     | Feb. & Aug.       | Boston.       | 1900     | 75      |
| Trust Mortgage, skg fund conv.         | 2,400,000   | 7     | Jan. & July.      | " "           | 1893 | 105     | 1st Mort. (San. City and Ind.)..      | 350,000     | 7     | March & Sept.     | " "           | 1877     | 89      |
| Trust Mortgage (Burl. to Peoria)       | 650,000     | 7     | April & Oct.      | " "           | 1883 | 100     | Cincinnati and Springfield:           |             |       |                   |               |          |         |
| 2d Mortgage Income.....                | 1,100,000   | 7     | April & Oct.      | " "           | 1883 | 100     | 1st Mortgage for \$2,000,000 (guar)   | .....       | 7     | April & Oct.      | New York.     | 1901     | ....    |
| 1st Mort. (St.L.J. & C.) assumed       | 564,000     | 7     | " "               | " "           | 1894 | 90      | Cincinnati and Terre Haute:           |             |       |                   |               |          |         |
| 2d Mort. ( " )                         | 188,000     | 7     | Jan. & July.      | " "           | 1898 | ....    | 1st Mort. (Ind. Div.) for \$6,000,000 | .....       | 7     | " & "             | New York.     | 1901     | ....    |
| Chicago, Burlington and Quincy:        |             |       |                   |               |      |         | Cincinnati, Wabash and Mich.:         |             |       |                   |               |          |         |
| Trust Mortgage skg fund.....           | 2,592,000   | 8     | Jan. & July.      | New York.     | 1883 | 110     | 1st Mortgage for \$16,000 p. m....    | .....       | 7     | Jan. & July.      | New York.     | 1891     | ....    |
| Trust Mortgage, skg fund conv.         | 150,000     | 8     | " "               | " "           | 1883 | ....    | Clev., Col., Cin. & Indianapolis:     |             |       |                   |               |          |         |
| Trust Mortgage (Burl. to Peoria)       | 650,000     | 7     | April & Oct.      | " "           | 1890 | ....    | 1st Mortgage sinking fund.....        | 2,214,000   | 7     | May & Nov.        | New York.     | 1899     | 103     |
| 2d Mort. (Northern Cross) gold..       | 941,000     | 4 1/2 | July.             | Frankfort.    | 1890 | ....    | 1st Mort. (C. U. and C. R. R.)..      | 272,000     | 7     | June & Dec.       | " "           | 1873     | 84      |
| Loan of 1872.....                      | 6,953,225   | 7     | Jan. & July.      | Boston.       | 1896 | 96 1/2  | 1st Mort. (Bell. and Ind. R.R.)..     | 514,000     | 7     | Jan. & July.      | " "           | 1895     | ....    |
| 1st Mort. (Am. Cen. R.R.) guar.        | 736,000     | 8     | " "               | New York.     | 1878 | ....    | Clev. & Mahoning (A. & Gt. Wtn.):     |             |       |                   |               |          |         |
| 1st Mort. (Peo. & Han.) guar.....      | 600,000     | 8     | " "               | " "           | 1878 | ....    | 1st Mortgage 1853.....                | 650,000     | 7     | Feb. & Aug.       | New York.     | 1873     | ....    |
| 1st Mort. (Keok. & St. Paul) guar.     | 1,000,000   | 8     | April & Oct.      | " "           | 1879 | 98 1/2  | 3d Mortgage (sinking fund) 1856       | 487,900     | 8     | March & Sept.     | " "           | 1876     | ....    |
| 1st Mort. (Dix., Peo. & Han.) guar     | 800,000     | 8     | Jan. & July.      | " "           | 1880 | 95      | 1st Mort. (Branch) 1863               | 71,000      | 7     | Jan. & July.      | " "           | 1873     | ....    |
| 1st Mort. (Car. & Burl.) guar.....     | 600,000     | 8     | May & Nov.        | " "           | 1879 | 98 1/2  | Clev., Mt. Vernon and Delaware:       |             |       |                   |               |          |         |
| 1st Mort. (Quincy & War.) guar.        | 800,000     | 8     | Jan. & July.      | " "           | 1890 | 99 1/2  | 1st Mortgage gold.....                | 1,500,000   | 7*    | Jan. & July.      | New York.     | 1900     | ....    |
| 1st Mort. (O. O. & Fox Rv.) guar.      | 1,260,000   | 8     | " "               | " "           | 1900 | 99 1/2  | Cleveland and Pittsburg (Pa. Co.):    |             |       |                   |               |          |         |
| 1st Mort. (Ill. Gr. Trunk) guar.....   | 980,000     | 8     | April & Oct.      | " "           | 1890 | 97 1/2  | 2d (now 1st) Mortgage guar.....       | 790,500     | 7     | March & Sept.     | New York.     | 1873     | 102 1/2 |
| Chicago, Cincinnati and Louisv.:       |             |       |                   |               |      |         | 3d (now 2d) Mortgage guar.....        | 1,358,000   | 7     | May & Nov.        | " "           | 1875     | 101     |
| 1st Mortgage.....                      | 1,000,000   | 7     | Jan. & July.      | New York.     | 1887 | ....    | 4th (now 3d) Mortgage guar.....       | 1,096,000   | 6     | Jan. & July.      | " "           | 1892     | 10      |
| Chicago, Clinton & Dubuque:            |             |       |                   |               |      |         | Consol. sinking fund guar.....        | 528,000     | 7     | May & Nov.        | " "           | 1900     | 98      |
| 1st Mort. guar. C. B. & Q.....         | 1,300,000   | 8     | Jan. & July.      | Boston.       | 1896 | 80      | Colebrookdale:                        |             |       |                   |               |          |         |
| Chicago, Danville and Vincennes:       |             |       |                   |               |      |         | 1st Mort. guar. by Ph. and Rdg.       | 584,700     | 6     | June & Dec.       | Philadelphia. | 1893     | ....    |
| 1st Mortgage (Ill. Div.) gold.....     | 2,500,000   | 7*    | April & Oct.      | New York.     | 1909 | 90      | Colorado Central (3 ft. gauge):       |             |       |                   |               |          |         |
| 1st Mortgage (Ind. Div.) gold.....     | 1,500,000   | 7*    | " "               | " "           | 1912 | 90      | 1st Mortgage.....                     | 225,000     | 8     | June & Dec.       | Boston.       | 1890     | ....    |
| Chicago, Dubuque & Minnesota:          |             |       |                   |               |      |         | Columbus, Chicago & Ind. Cent.:       |             |       |                   |               |          |         |
| 1st Mortgage guar. \$25,000 p. m.      | 4,100,000   | 8     | June & Dec.       | Boston.       | 1896 | 37 1/2  | 1st Mortgage Consol. skg fund..       | 15,344,750  | 7     | April & Oct.      | New York.     | 1908     | 87      |
| Chicago and Illinois Southern:         |             |       |                   |               |      |         | 2d Mortgage Consol. skg fund..        | 3,678,900   | 7     | Feb. & Aug.       | " "           | 1900     | 66      |
| 1st Mortgage for \$10,000 p. m....     | .....       | 8     | March & Sept.     | New York.     | 1900 | ....    | Columbus, Springfield and Cin.:       |             |       |                   |               |          |         |
| Chicago and Iowa:                      |             |       |                   |               |      |         | 1st M. (assumed by Cinn., S. & C.)    | 1,000,000   | 7     | March & Sept.     | New York.     | 1901     | ....    |
| 1st Mortgage for \$2,200,000.....      | 1,750,000   | 8     | Jan. & July.      | New York.     | 1900 | 92 1/2  | Columbus and Hocking Valley:          |             |       |                   |               |          |         |
| Chicago, Iowa and Nebraska:            |             |       |                   |               |      |         | 1st Mortgage skg fund.....            | 1,500,000   | 7     | April & Oct.      | New York.     | 1897     | ....    |
| 2d Mort. (now 1st) guar. C. & N.W.     | 592,000     | 7     | Jan. & July.      | Boston.       | 1880 | ....    | 1st Mortgage (Branch).....            | 200,000     | 7     | Jan. & July.      | " "           | 1880     | ....    |
| 3d Mort. (now 2d) guar. C. & N.W.      | 218,000     | 7     | Feb. & Aug.       | New York.     | 1892 | ....    | General Mortgage.....                 | 1,000,000   | 7     | April & Oct.      | " "           | 1891     | ....    |
| Chicago and Northwestern:              |             |       |                   |               |      |         | Columbus and Xenia:                   |             |       |                   |               |          |         |
| Preferred sinking fund (193 m.).       | 1,245,500   | 7     | Feb. & Aug.       | New York.     | 1885 | 100     | 1st Mortgage, guar. by Pa. Co....     | 302,000     | 6     | March & Sept.     | New York.     | 1890     | ....    |
| Funded coupons (193 m.).....           | 750,000     | 7     | May & Nov.        | " "           | 1883 | 99      | Connecticut and Passumpsic Riv.:      |             |       |                   |               |          |         |
| General 1st Mortgage (193 m.)..        | 3,658,000   | 7     | Feb. & Aug.       | " "           | 1885 | 101     | 1st Mortgage sinking fund.....        | 448,100     | 6     | June & Dec.       | Boston.       | 1876     | 98      |
| Appleton Ext. (23 m. & 76,000 ac.)     | 174,000     | 7     | " "               | " "           | 1885 | 89      | Notes payable, conv. at par.....      | 594,000     | 7     | " "               | " "           | 1876     | 100     |
| Green Bay Ext. (26m & 76,000 a.)       | 284,000     | 7     | " "               | " "           | 1885 | 89      | 1st Mort. (Massawippi) guar. gold     | 400,000     | 6*    | Jan. & July.      | " "           | 1889     | ....    |
| Equipm't (Engs. & Cars \$406,000)      | 101,000     | 7     | April & Oct.      | " "           | 1874 | ....    | Connecticut River:                    |             |       |                   |               |          |         |
| 1st Mort. (Gal. & Chic. 248 m.)..      | 1,775,000   | 7     | Feb. & Aug.       | " "           | 1882 | 102 1/2 | 1st Mortgage skg fund.....            | 250,000     | 7     | March & Sept.     | Boston.       | 1878     | ....    |
| 2d Mort. (Gal. & Chic. 248 m.)..       | 938,000     | 7     | May & Nov.        | " "           | 1875 | 100     | Connecticut Valley:                   |             |       |                   |               |          |         |
| Miss. Riv. Bridge ( " ).....           | 200,000     | 7     | Jan. & July.      | " "           | 1884 | ....    | 1st Mortgage.....                     | 1,000,000   | 7     | Jan. & July.      | New York.     | 1901     | ....    |
| Elgin & State Line ( " ).....          | 129,500     | 7     | " "               | " "           | 1878 | ....    | Connecticut Western:                  |             |       |                   |               |          |         |
| 1st Mort. (Peninsula 79m. & land)      | 331,000     | 7     | March & Sept.     | " "           | 1898 | 95      | 1st Mortgage for \$2,500,000.....     | 2,008,500   | 7     | Jan. & July.      | Hartford.     | 1890     | ....    |
| Consol. skg fund (C. & N.W. R'y)       | 3,105,000   | 7     | F. M. A. & N.     | " "           | 1915 | 92 1/2  | Connecting (Philadelphia):            |             |       |                   |               |          |         |
| Consol. gold bonds for \$48,000,000    | 4,534,000   | 7*    | June & Dec.       | " "           | 1902 | 88 1/2  | 1st Mort. ABCD & E \$200,000 each     | 1,000,000   | 6     | March & Sept.     | Philadelphia. | 1,2,3,4. | 89      |
| 1st Mort. (Madison Exten.) gold        | 3,150,000   | 7*    | May & Nov.        | " "           | 1911 | ....    | Cooperstown and Susq. Valley:         |             |       |                   |               |          |         |
| 1st Mort. (Menominee Ext.) gold        | 2,700,000   | 7*    | June & Dec.       | " "           | 1911 | ....    | 1st Mortgage.....                     | 100,000     | 7     | March & Sept.     | New York.     | 1889     | ....    |
| 1st Mort. (Chi. & Mil. R.R.) guar.     | 389,000     | 7     | May & Nov.        | " "           | 1874 | ....    | Cowanesque Valley:                    |             |       |                   |               |          |         |
| 2d Mort. (Mil. & Chi. R. R.) guar.     | 182,000     | 7     | Feb. & Aug.       | " "           | 1874 | ....    | 1st Mortgage, gold.....               | 100,000     | 7*    | Jan. & July.      | New York.     | 1902     | ....    |
| 3d Mort. ( " ) guar.....               | 9,500       | 7     | June & Dec.       | " "           | 1898 | ....    | Cumberl'd & Penn. (Consol. Coal):     |             |       |                   |               |          |         |
| 1st Mort. (Chic. & Mil. R.W.) guar     | 1,141,000   | 7     | Jan. & July.      | " "           | 1898 | 94      | 1st Mortgage.....                     | 903,500     | 7     | March & Sept.     | New York.     | 1891     | ....    |
| 1st Mort. (Bel. & Mad. R.R.) guar.     | 306,000     | 7     | " "               | " "           | 1888 | ....    | 2d Mortgage, sinking fund.....        | 769,000     | 7     | May & Nov.        | " "           | 1888     | ....    |
| Chicago & Northern Pac. Air-Li.:       |             |       |                   |               |      |         | Cumberland Valley:                    |             |       |                   |               |          |         |
| 1st Mort. (skg f'd gold \$25,000pm)    | .....       | 7*    | June & Dec.       | New York.     | 1902 | ....    | 1st Mortgage.....                     | 161,000     | 8     | April & Oct.      | Philadelphia. | 1904     | ....    |
| Chicago & Mich. Lake Shore:            |             |       |                   |               |      |         | 2d Mortgage.....                      | 109,500     | 8     | " "               | " "           | 1908     | ....    |
| 1st Mort. of Sept. 1, '69, \$16,000pm  | 1,350,000   | 8     | May & Nov.        | New York.     | 1889 | 77      | Plain bonds.....                      | 51,800      | 6     | Jan. & July.      | " "           | 1884     | ....    |
| 1st Mort. of Nov. 1, '71, \$16,000pm   | .....       | 8     | March & Sept.     | " "           | 1891 | ....    | Danbury and Norwalk.                  |             |       |                   |               |          |         |
| Chicago, Omaha and St. Joseph:         |             |       |                   |               |      |         | 1st Mortgage of July 1, 1860....      | 100,000     | 7     | Jan. & July.      | New York.     | 1880     | ....    |
| 1st Mortgage for \$8,000,000.....      | .....       | 8     | April & Oct.      | New York.     | 1901 | ....    | 1st Mortgage of July 1, 1870....      | 200,000     | 7     | " "               | " "           | 1890     | ....    |
| Chicago and Paducah (C. B. & Q.):      |             |       |                   |               |      |         | Danv., Hazleton & Wilkesbarre:        |             |       |                   |               |          |         |
| 1st Mortgage \$26,000 p. m. gold..     | .....       | 7*    | .....             | Boston.       | 1901 | ....    | 1st Mortgage.....                     | 1,400,000   | 7     | April & Oct.      | Philadelphia. | 1887     | 80      |
| Chi., Pekin & Southw'm (C.B. & Q.)     |             |       |                   |               |      |         | Davenport and St. Paul:               |             |       |                   |               |          |         |
| 1st Mortgage for \$1,600,000 gold.     | 700,000     | 7*    | Feb. & Aug.       | Boston.       | 1901 | ....    | 1st Mort. gold skg f'd \$20,000 p.m.  | 3,000,000   | 7*    | Jan. & July.      | New York.     | 1890     | ....    |
| Chicago, Rock Island and Pacific:      |             |       |                   |               |      |         | Dayton and Michigan (C.H. & D.):      |             |       |                   |               |          |         |
| 1st Mortgage (C. & R.I.) balance       | 104,000     | 7     | Jan. & July.      | New York.     | 1870 | ....    | 1st Mortgage sinking fund guar.       | 1,981,000   | 7     | Jan. & July.      | New York.     | 1884     | ....    |
| 1st Mort. skg fund (C. R.I. & Pac.)    | 8,600,000   | 7     | " "               | " "           | 1896 | 105     | 2d Mortgage, guar.....                | 444,000     | 7     | March & Sept.     | " "           | 1887     | ....    |
| Chi. & Southw'm (C. R.I. & Pac.):      |             |       |                   |               |      |         | 3d Mortgage, guar.....                | 361,000     | 7     | April & Oct.      | " "           | 1888     | ....    |
| 1st Mort. gold, tax free, guar.....    | 5,000,000   | 7*    | May & Nov.        | New York.     | 1889 | ....    | Toledo Depot bonds guar.....          | 105,500     | 7     | March & Sept.     | " "           | 1891     | 94      |
| 1st Mortgage gold, Atchison Br.        | 1,000,000   | 7*    | June & Dec.       | " "           | 1901 | ....    | Dayton and Union:                     |             |       |                   |               |          |         |
| Chicago & Wisconsin Midland:           |             |       |                   |               |      |         | 1st Mortgage, registered.....         | 140,000     | 7     | March & Sept.     | New York.     | 1878     | ....    |
| 1st Mort. g'd skg f'd for \$41,000,000 | .....       | 7*    | Jan. & July.      | New York.     | 1902 | ....    | 2d Mortgage.....                      | 135,000     | 7     | June & Dec.       | " "           | 1879     | ....    |
| Chicago and Superior:                  |             |       |                   |               |      |         | Income Bonds.....                     | 252,445     | 6     | " "               | " "           | 1879     | ....    |
| 1st Mortgage (Mad. & Portage) g'd      | 600,000     | 7*    | April & Oct.      | New York.     | 1900 | ....    | Dayton and Western (Pa. Co.):         |             |       |                   |               |          |         |
| 1st M. (Chi. & Sup.) g'd \$5,000,000   | .....       | 7*    | Jan. & July.      | " "           | 1902 | ....    | 1st Mortgage.....                     | 275,000     | 7     | Jan. & July.      | New York.     | 1905     | ....    |
| Chillicothe & Brunswick:               |             |       |                   |               |      |         | 1st Mortgage.....                     | 426,000     | 6     | " "               | " "           | 1905     | ....    |
| 1st Mort. guar. by St. L. K. C. & W.   | 500,000     | 8     | Jan. & July.      | New York.     | 1894 | ....    | Decatur, Sullivan and Mattoon:        |             |       |                   |               |          |         |
| Cincinnati, and Baltimore:             |             |       |                   |               |      |         | 1st Mortgage.....                     | 500,000     | 8     | March & Sept.     | New York.     | 1901     | ....    |
| 1st Mort. guar. by B. & O. & M. & C.   | 274,000     | 7     | Jan. & July.      | Baltimore.    | 1900 | 91 1/2  | Delaware (P. W. & Balt.):             |             |       |                   |               |          |         |
| Cincinnati, Hamilton and Dayton:       |             |       |                   |               |      |         | 1st Mortgage.....                     | 500,000     | 6     | Jan. & July.      | Philadelphia. | 1875     | ....    |
| 1st Mort. of 1853.....                 | 1,250,000   | 7     | May & Nov.        | New York.     | 1880 | ....    | 1st Mortgage, guar.....               | 100,000     | 6     | " "               | " "           | 1876     | ....    |
| 2d Mortgage of 1865.....               | 500,000     | 7     | Jan. & July.      | " "           | 1885 | ....    | 1st Mortgage extension.....           | 100,000     | 6     | " "               | " "           | 1880     | ....    |
| 3d Mortgage of 1867.....               | 282,000     | 8     | June & Dec.       | " "           | 1877 | ....    | Delaware State Loan.....              | 170,000     | 6     | " "               | " "           | 1876     | ....    |
| Cincinnati and Indianapolis June:      |             |       |                   |               |      |         | Delaware, Lackaw. & Western:          |             |       |                   |               |          |         |
| 1st Mortgage.....                      | 1,200,000   | 7     | Jan. & July.      | New York.     | 1885 | ....    | 1st Mort. (Eastern Ext.).....         | 1,111,000   | 7     | April & Oct.      | New York.     | 1876     | 104 1/2 |
| 2d Mortgage.....                       | 750,000     | 7     | March & Sept.     | " "           | 1893 | ....    | 2d Mort. (Del., Lack. & Wtn.)..       | 1,635,000   | 7     | March & Sept.     | " "           | 1881     | 104     |
| 1st Mortgage (Newcastle Br.) ..        | 298,000     | 7     | June & Dec.       | " "           | 1884 | ....    | Convertible b'ds (Del. Lack. & W.)    | 5,000,000   | 7     | June & Dec.       | " "           | 1892     | 104 1/2 |
| Cincinnati, Lafayette and Chi.:        |             |       |                   |               |      |         | Denver Pacific:                       |             |       |                   |               |          |         |
| 1st Mortgage.....                      | 1,000,000   | 7     | March & Sept.     | New York.     | 1891 | 82 1/2  | 1st Mortgage gold, land grant...      | 2,500,000</ |       |                   |               |          |         |

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                | Amount.    | Rate. | Interest Payable.   |               | Due.    | Price.                        | Description of Bonds.               | Amount.    | Rate. | Interest Payable. |               | Due.    | Price.  |
|--------------------------------------|------------|-------|---------------------|---------------|---------|-------------------------------|-------------------------------------|------------|-------|-------------------|---------------|---------|---------|
|                                      |            |       | When.               | Where.        |         |                               |                                     |            |       | When.             | Where.        |         |         |
| Detroit, Eel River and Illinois:     |            |       |                     |               |         |                               | Framingham and Lowell:              |            |       |                   |               |         |         |
| 1st Mortgage for \$22,000 p.m....    | \$.....    | 8     | Jan. & July.        | New York.     | 1891    | ....                          | 1st Mortgage.....                   | \$477,683  | 7     | May & Nov.        | Boston.       | 1891    | 90      |
| Detroit, Hillsdale and Indiana:      |            |       |                     |               |         |                               | Frederick and Pennsylvania Line:    |            |       |                   |               |         |         |
| 1st Mort. \$16,000 p. m. guar.....   | 1,170,000  | 8     | June & Dec.         | New York.     | 1890    | 79 1/2                        | 1st Mortgage gold.....              | 250,000    | 6*    | April & Oct.      | Baltimore.    | 1900    | ...     |
| 2d Mortgage.....                     | 300,000    | 8     | Jan. & July.        | "             | 1891    | ....                          | Galena & Ohio Union (C. & N.W.):    |            |       |                   |               |         |         |
| Detroit, Lansing & L. Michigan:      |            |       |                     |               |         |                               | 1st Mortgage.....                   | 1,785,000  | 7     | Feb. & Aug.       | New York.     | 1882    | 102 1/2 |
| 1st Mortgage (consolidation).....    | 3,000,000  | 8     | April & Oct.        | Boston.       | 1896    | 70                            | 2d Mortgage.....                    | 948,000    | 7     | May & Nov.        | "             | 1875    | 100     |
| Detroit and Milwaukee:               |            |       |                     |               |         |                               | Elgin and State Line Purchase..     | 135,000    | 6     | Jan. & July.      | "             | 1878    | ....    |
| 1st Mortgage, (D. & M.R.) conv.      | 2,500,000  | 8     | May & Nov.          | New York.     | 1875    | ....                          | Mississippi Bridge.....             | 200,000    | 7     | "                 | "             | 1884    | ....    |
| 2d Mortgage ( " ).....               | 1,000,000  | 8     | "                   | "             | 1875    | ....                          | Georgia (and Banking):              |            |       |                   |               |         |         |
| 1st Funded Coup. (D. & M.R.R.)       | 625,924    | 7     | Jan. & July.        | "             | 1875    | ....                          | Company bonds (debentures)...       | 681,000    | 7     | Jan. & July.      | Augusta       | '72-'86 | ....    |
| 2d Funded Coup. ( " ).....           | 375,734    | 7     | "                   | "             | 1875    | ....                          | Gilman, Clinton & Springfield:      |            |       |                   |               |         |         |
| Unkl. & Ottawa R.R. stg. bonds...    | 150,867    | 6*    | May & Nov.          | London.       | 1873    | ....                          | 1st Mortgage gold.....              | 2,000,000  | 7*    | March & Sept.     | N.Y. & Lond.  | 1900    | ....    |
| Detr. & Pontiac R.R. bonds.....      | 250,000    | 7     | "                   | New York.     | 1878    | ....                          | 2d Mortgage gold.....               | 1,000,600  | 8*    | Jan. & July.      | "             | 1892    | ....    |
| Detr. & Pontiac R.R. bonds.....      | 250,000    | 8     | Feb. & Aug.         | "             | 1880    | ....                          | Goshen and Deckertown:              |            |       |                   |               |         |         |
| Detroit, Mon. & Tol. (L.Sh. & M.S.): |            |       |                     |               |         |                               | 1st Mortgage.....                   | 225,500    | 7     | Jan. & July.      | New York.     | 1888    | ....    |
| 1st Mortgage Aug. 1, 1886.....       | 924,000    | 7     | Feb. & Aug.         | New York.     | 1876    | 18                            | Grand Rapids & Indiana:             |            |       |                   |               |         |         |
| Dubuque and Sioux City:              |            |       |                     |               |         |                               | 1st Mortgage guar. gold, tax free   | 4,000,000  | 7*    | Jan. & July.      | New York.     | 1899    | ....    |
| 1st Mortgage tax free.....           | 894,000    | 7     | Jan. & July.        | New York.     | 1883    | 94 1/2                        | 1st Mort. not guar. gold, tax free  | 4,000,000  | 7*    | April & Oct.      | "             | 1899    | ....    |
| Dubuque Southwestern:                |            |       |                     |               |         |                               | Grand River Valley (Mich. C.):      |            |       |                   |               |         |         |
| 1st Mortgage, guar. by Ill. Cen..    | 450,000    | 7     | April & Oct.        | New York.     | 1883    | ....                          | 1st Mort. assumed by Lessees...     | 1,500,000  | 8     | Jan. & July.      | New York.     | 1886    | ....    |
| 1st Mortgage, preferred & guar..     | 100,000    | 7     | Jan. & July.        | "             | 1883    | ....                          | 2d Mortgage, guar. by Lessees...    | 500,000    | 8     | March & Sept.     | "             | 1879    | 96 1/2  |
| Dunkirk, Warren and Pittsburgh:      |            |       |                     |               |         |                               | Grand Trunk (Can.):                 |            |       |                   |               |         |         |
| 1st Mortgage gold tax free.....      | 1,190,000  | 7*    | June & Dec.         | New York.     | 1900    | ....                          | Equipment Bonds \$500,000.....      | 2,500,000  | 6*    | April & Oct.      | London.       | ....    | ....    |
| Dutchess and Columbia:               |            |       |                     |               |         |                               | Equipment Bonds No. 2 \$270,500     | 1,300,000  | 6*    | "                 | "             | ....    | ....    |
| 1st Mortgage Jan. 1, 1888.....       | 1,500,000  | 7     | Jan. & July.        | New York.     | 1908    | ....                          | Postal & Military b'ds \$1,200,000  | 6,000,000  | 6*    | Feb. & Aug.       | "             | ....    | ....    |
| East Alabama and Cincinnati:         |            |       |                     |               |         |                               | 1st Preference Bonds \$2,538,335..  | 14,191,675 | 5*    | Jan. & July.      | "             | ....    | ....    |
| 1st Mort. end. \$16,000 p.m. by Ala. | .....      | 8     | Jan. & July.        | .....         | 1890    | ....                          | 2d Preference Bonds \$1,685,765..   | 8,428,825  | 4*    | "                 | "             | ....    | ....    |
| East Brandywine & Waynesburg:        |            |       |                     |               |         |                               | Provincial Debentures \$3,111,500   | 15,557,500 | ..... | .....             | Ottawa.       | ....    | ....    |
| 1st Mortgage.....                    | 140,000    | 7     | Jan. & July.        | Philadelphia. | 1885    | ....                          | Great Western of Canada:            |            |       |                   |               |         |         |
| 2d Mortgage.....                     | 35,000     | 8     | "                   | "             | 1873    | ....                          | Perpetual Debentures Stock.....     | 227,273    | 5     | Jan. & July.      | London.       | perp.   | ....    |
| East Pennsylvania (Ph. & Rdg.):      |            |       |                     |               |         |                               | Common (Company) Bonds.....         | 1,384,117  | 4     | "                 | "             | '72-'73 | ....    |
| 1st Mortgage, guaranteed.....        | 495,000    | 7     | March & Sept.       | Philadelphia. | 1888    | 101                           | Common ( " ) Bonds.....             | 2,993,973  | 6     | May & Nov.        | "             | '73-'76 | ....    |
| East Tenn. & Georgia (E.T.V. & G.):  |            |       |                     |               |         |                               | Common ( " ) Bonds.....             | 2,682,087  | 5 1/2 | April & Oct.      | "             | '77-'78 | ....    |
| 1st Mortgage.....                    | 870,000    | 6     | Jan. & July.        | New York.     | '76-'86 | ....                          | Common ( " ) Bonds.....             | 4,867      | 5     | "                 | "             | 1881    | ....    |
| East Tenn. & Vir. (E.T.V. & Ga.):    |            |       |                     |               |         |                               | Common ( " ) Bonds.....             | 3,650,000  | 6     | June & Dec.       | "             | 1890    | ....    |
| 1st Mortgage, endorsed.....          | 175,000    | 6     | Jan. & July.        | New York.     | 1886    | ....                          | Greenville and Columbia:            |            |       |                   |               |         |         |
| East Tennessee, Virginia & Ga.:      |            |       |                     |               |         |                               | 1st Mortgage guar. by S. Car.....   | 1,426,546  | 7     | Jan. & July.      | New York      | '81-'86 | 60      |
| 1st Mort., skg fund for \$3 500,000  | 2,519,000  | 7     | Jan. & July.        | New York.     | 1890    | 90                            | 1st Mortgage not guaranteed.....    | 376,766    | 7     | "                 | "             | '81-'86 | ....    |
| Eastern (Mass.):                     |            |       |                     |               |         |                               | Greenwich and Johnsonville:         |            |       |                   |               |         |         |
| English Loan, July 1, 1862.....      | 383,000    | 6*    | Jan. & July.        | London.       | 1872    | ....                          | 1st Mortgage.....                   | 130,000    | 7     | May & Nov.        | New York.     | 1889    | ....    |
| Loan of 1864-'74.....                | 750,000    | 6     | Feb. & Aug.         | Boston.       | 1874    | ....                          | Hackensack & New York Ext.:         |            |       |                   |               |         |         |
| 1st Mort. (Essex R.R.) assumed.      | 194,400    | 6     | Jan. & July.        | "             | 1876    | 94                            | 1st Mortgage, \$10,700 p.m.....     | 300,000    | 7     | May & Nov.        | New York.     | 1889    | ....    |
| Loan of 1865-'85.....                | 160,000    | 6     | April & Oct.        | "             | 1885    | ....                          | Hannibal and Naples (T.W. & W.):    |            |       |                   |               |         |         |
| Loan of 1868-'88.....                | 500,000    | 6     | March & Sept.       | "             | 1888    | 91                            | 1st Mortgage.....                   | 675,000    | 7     | May & Nov.        | New York.     | 1898    | 80      |
| Loan of 1869-'89.....                | 1,000,000  | 6     | May & Nov.          | "             | 1889    | 90                            | 2d Mortgage.....                    | 225,000    | 7     | Jan. & July.      | "             | 1890    | ....    |
| Loan of 1872-'82.....                | 1,500,000  | 7     | March & Sept.       | "             | 1882    | 94                            | Hannibal & Central Missouri:        |            |       |                   |               |         |         |
| Eastern Shore (Md.):                 |            |       |                     |               |         |                               | 1st Mortgage gold, tax free.....    | 1,000,000  | 7     | May & Nov.        | New York      | 1890    | 87 1/2  |
| 1st Mortgage.....                    | 400,000    | 6     | Jan. & July.        | Baltimore.    | 1880    | ....                          | 2d Mortgage.....                    | 250,000    | 7     | Feb. & Aug.       | "             | 1890    | ....    |
| 2d Mortgage.....                     | 150,000    | 6     | April & Oct.        | "             | 1886    | ....                          | Hannibal and St. Joseph:            |            |       |                   |               |         |         |
| Elizabethtown and Paducah:           |            |       |                     |               |         |                               | Missouri State Loan.....            | 1,500,000  | 6     | Jan. & July.      | New York      | '71-'77 | 91      |
| 1st Mortgage, convertible.....       | 3,000,000  | 8     | March & Sept.       | New York.     | 1890    | ....                          | Missouri State Loan.....            | 1,500,000  | 6     | "                 | "             | '87-'88 | ....    |
| Elmira and Williamsport (N. Cen.):   |            |       |                     |               |         |                               | Six years Mortgage bonds (222m)     | 5,000      | 10    | "                 | "             | 1872    | ....    |
| 1st Mortgage guaranteed.....         | 1,000,000  | 7     | Jan. & July.        | Philadelphia. | 1880    | 99 1/2                        | Five years' notes (277 m.).....     | 139,300    | 8     | Various.          | "             | 1874    | ....    |
| Income Mortgage guaranteed ..        | 570,000    | 5     | April & Oct.        | "             | 1872    | 60                            | Fifteen years' bonds (277 m.)...    | 3,476,000  | 8     | March & Sept.     | "             | 1885    | 81      |
| Erie Railway:                        |            |       |                     |               |         |                               | 1st Mort. (G. & Palm R.R. 15 m)     | 100,000    | 8     | Feb. & Aug.       | "             | 1892    | ....    |
| 1st Mortgage.....                    | 2,485,000  | 7     | May & Nov.          | New York.     | 1897    | 104                           | 1st Mort. (K. City & Cam. RR 55m)   | 1,200,000  | 10    | Jan. & July.      | "             | 1886    | 99 1/2  |
| 2d Mortgage convertible.....         | 2,174,000  | 7     | March & Sept.       | "             | 1879    | 100                           | General Land Mortgage (277 m.)      | 1,134,100  | 7     | April & Oct.      | "             | 1888    | ....    |
| 3d Mortgage.....                     | 4,582,000  | 7     | "                   | "             | 1883    | 98 1/2                        | General Mortgage conv. (277 m.)     | 5,600      | 7     | Jan. & July.      | "             | 1888    | ....    |
| 4th Mortgage convertible.....        | 2,937,000  | 7     | April & Oct.        | "             | 1880    | 100 1/2                       | Harlem Extension:                   |            |       |                   |               |         |         |
| 5th Mortgage convertible.....        | 709,500    | 7     | June & Dec.         | "             | 1888    | 96 1/2                        | 1st Mortgage.....                   | 4,000,000  | 7     | Jan. & July.      | New York.     | 1890    | ....    |
| Buffalo Branch, 1st mortgage...      | 182,600    | 7     | Jan. & July.        | "             | 1891    | ....                          | Harrisburg & Lancaster:             |            |       |                   |               |         |         |
| Sterling Loan (\$1,000,000) conv.    | 4,437,470  | 6*    | March & Sept.       | London.       | 1875    | ....                          | 1st Mortgage, guar. by Pa. Co...    | 700,000    | 6     | Jan. & July.      | Philadelphia. | 1883    | 93      |
| Consol. Mort. for \$30,000,000, g'd  | 12,076,000 | 7*    | "                   | NY & London.  | 1920    | ....                          | Hartford and New Haven:             |            |       |                   |               |         |         |
| Convertible bonds.....               | 8,000,000  | 7     | "                   | "             | ....    | ....                          | 1st Mortgage.....                   | 580,000    | 6     | Jan. & July.      | Hartford.     | 1873    | ....    |
| Erie and Louisville:                 |            |       |                     |               |         |                               | Hartford, Providence and Fishkill:  |            |       |                   |               |         |         |
| Mortgage of 1871.....                | 1,000,000  | 7     | April & Oct.        | New York.     | 1901    | ....                          | 1st Mort. (R. I. 26.32 m.) skg fund | 481,000    | 7     | Jan. & July.      | Providence.   | 1876    | ....    |
| Erie and Pittsburgh (Penn.):         |            |       |                     |               |         |                               | 1st Mort. (Conn. 96.04 m.) skg f d. | 1,574,500  | 7     | "                 | Hartford.     | 1876    | ....    |
| 1st Mortgage.....                    | 372,800    | 7     | Jan. & July.        | New York.     | 1882    | ....                          | Holly, Wayne & Monroe (F. & P.M.):  |            |       |                   |               |         |         |
| 2d Mortgage.....                     | 115,200    | 7     | March & Sept.       | "             | 1890    | ....                          | 1st Mortgage guar., tax free.....   | 1,000,000  | 8     | Jan. & July.      | New York.     | 1901    | ....    |
| Consolidated Mortgage tax free.      | 2,089,000  | 7     | Jan. & July.        | "             | 1893    | ....                          | Holyoke and Westfield:              |            |       |                   |               |         |         |
| Equipment Mortgage.....              | 600,000    | 7     | April & Oct.        | "             | 1890    | ....                          | 1st Mortgage.....                   | 200,000    | 7     | April & Oct.      | Boston.       | 1891    | ....    |
| European & N. American (Me.):        |            |       |                     |               |         |                               | Housatonic:                         |            |       |                   |               |         |         |
| Bangor City Bonds (1st m. 55 m.)     | 1,000,000  | 6     | Jan. & July.        | N. Y. & Lond. | 1894    | ....                          | 1st Mortgage sinking fund.....      | 191,000    | 7     | Jan. & July.      | Brpt. & Bost. | 1877    | ....    |
| 1st L.M. (& 1st on 59, & 2d on 55m)  | 2,000,000  | 6*    | March & Sept.       | "             | 1899    | 87                            | 2d Mortgage.....                    | 109,000    | 7     | Feb. & Aug.       | "             | 1885    | ....    |
| Evansville and Crawfordsville:       |            |       |                     |               |         |                               | 3d Mortgage of 1869.....            | 100,000    | 6     | April & Oct.      | "             | 1889    | ....    |
| 1st Mortgage (main line) skg fund    | 1,004,000  | 7     | Jan. & July.        | New York.     | 1889    | ....                          | Houston and Texas Central:          |            |       |                   |               |         |         |
| 1st Mortgage.....                    | 160,000    | 7     | March & Sept.       | "             | 1889    | ....                          | 1st Mortgage L.G. skg fund, gold.   | 6,520,000  | 7*    | Jan. & July.      | New York.     | 1891    | ....    |
| 1st Mort. (Rockville Extension).     | 150,000    | 7     | Feb. & Aug.         | "             | 1881    | ....                          | Hudson River (N.Y. Cen. & H.R.):    |            |       |                   |               |         |         |
| Evansville, Henderson & Nashv.:      |            |       |                     |               |         |                               | 1st Mortgage.....                   | 200,000    | 7     | Feb. & Aug.       | New York.     | 1870    | ....    |
| 1st Mortgage.....                    | 1,000,000  | 7     | Jan. & July.        | New York.     | 1897    | ....                          | 2d Mortgage, sinking fund.....      | 1,894,000  | 7     | June & Dec.       | "             | 1885    | 106     |
| Evansville, Terre Haute & Chi.:      |            |       |                     |               |         |                               | 3d Mortgage.....                    | 180,000    | 7     | May & Nov.        | "             | 1875    | 162     |
| 1st Mortgage, gold.....              | 750,000    | 7*    | May & Nov.          | New York.     | 1900    | ....                          | Hudson Connecting (NY & O Mid):     |            |       |                   |               |         |         |
| Fall River, Warren & Providence:     |            |       |                     |               |         |                               | 1st Mortgage gold.....              | 400,000    | 7*    | May & Nov.        | New York.     | 1902    | ....    |
| 1st Mortgage.....                    | 200,000    | 7     | Jan. & July.        | Providence.   | 1882    | ....                          | Huntingdon and Broad Top Mt.:       |            |       |                   |               |         |         |
| Int and Pere Marquette:              |            |       |                     |               |         |                               | 1st Mortgage gold.....              | 416,000    | 7*    | April & Oct.      | Philadelphia. | 1890    | 104 1/2 |
| Land Mort. 1st series (55,241 a.)    | 158,500    | 7     | May & Nov.          | New York.     | 1880    | ....                          | 2d Mortgage.....                    | 367,500    | 7     | Feb. & Aug.       | "             | 1875    | 95      |
| " 2d series (92,718 a.)              | 221,000    | 7     | Jan. & July.        | "             | 1887    | ....                          | 3d Mortgage (Consol.).....          | 1,251,000  | 7     | April & Oct.      | "             | 1895    | 66      |
| " 3d series (52,091) lxf.            | 2,946,000  | 8     | March & Sept.       | "             | 1888    | ....                          | Illinois Central:                   |            |       |                   |               |         |         |
| K. & Holly lease, S.F. 25 000 p. a.) | 476,000    | 10    | May & Nov.          | "             | 1888    | ....                          | Construction bonds, cur. skg f.d.   | 2,742,000  | 7     | April & Oct.      | New York.     | 1875    | 103     |
| Construction Loan.....               | 165,000    | 8     | "                   | "             | 1878    | ....                          | Construction bonds, coin.....       | 332,000    | 6*    | "                 | N.Y. & Lond.  | 1875    | ....    |
| Florida:                             |            |       |                     |               |         |                               | Redemption bonds, currency.....     | 2,500,000  | 6*    | "                 | New York.     | 1890    | ....    |
| 1st Mortgage conv. gold.....         | 2,300,000  | 7*    | Jan. & July.        | New York.     | 1909    | ....                          | Redemption bonds, sterling.....     | 2,500,000  | 6*    | "                 | London.       | 1875    | ....    |
| 1st Mortgage.....                    | 1,025,000  | 7     | May & N. Y. & Lond. | 1870          | ....    | Indiana and Illinois Central: |                                     |            |       |                   |               |         |         |
| Fonda, Johnston & Gloversville:      |            |       |                     |               |         |                               | 1st Mortgage gold.....              | 3,500,000  | 7*    | Jan. & July.      | New York.     | 1901    | ....    |
| 1st Mortgage.....                    | 300,000    | 7     | Jan. & July.        | New York.     | 1890    | ....                          | Indiana North and South:            |            |       |                   |               |         |         |
| Fort Scott, Humboldt & Western:      |            |       |                     |               |         |                               | 1st Mortgage for \$22,500 p.m. g'd  | .....      | 7*    | April & Oct.      | New York.     | 1901    | ....    |
| 1st Mortgage \$20,000 p. m. at.....  | .....      | 8     | Jan. & July.        | New York.     | 1891    | ....                          | Indianapolis, Blooming. & West:     |            |       |                   |               |         |         |
| Fort Wayne, Jackson & Sagt.:         |            |       |                     |               |         |                               | 1st Mortgage gold.....              | 5,000,000  | 7*    | April & Oct.      | New York.     | 1909    | 91      |
| 1st Mortgage traffic guarantee...    | 500,000    | 8     | Jan. & July.        | New York.     | 1889    | ....                          | 2d Mortgage.....                    | 1,500,000  | 8     | Jan. & July.      | "             | 1899    | 81      |
| 2d Mortgage (Equipment).....         | 1,000      | 8     | April & Oct.        | "             | 1891    | ....                          | Indianapolis & Vincennes:           |            |       |                   |               |         |         |
| Fort Wayne, Muncie & Cin.:           |            |       |                     |               |         |                               | 1st Mortgage guar. by Pa. Co...     | 1,700,000  | 7     | Feb. & Aug.       | New York.     | 1908    | ....    |
| 1st Mortgage gold.....               | 1,800,000  | 7*    | April & Oct.        | Boston.       | 1893    | ....                          | 2d Mortgage guar. by Pa.            |            |       |                   |               |         |         |

# AMERICAN RAILROAD BOND LIST.

429

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                               | Amount.     | Rate. | Interest Payable. |                 | Due.     | Price. | Description of Bonds.                              | Amount.     | Rate. | Interest Payable. |               | Due.     | Price. |
|---|-------------|-------|-------------------|-----------------|----------|--------|--|-------------|-------|-------------------|---------------|----------|--------|
|   |             |       | When.             | Where.          |          |        |  |             |       | When.             | Where.        |          |        |
| <b>Indianapolis, Cin. and Lafayette:</b>            |             |       |                   |                 |          |        | <b>Lake Shore &amp; Michigan So.:</b>              |             |       |                   |               |          |        |
| 1st Mortgage (Ind. & Cin.) of 1888                  | \$1,589,500 | 7     | April & Oct.      | New York.       | 1888     | ....   | Sinking Fund Oct. 1, 1869.....                     | \$1,600,000 | 7     | April & Oct.      | New York.     | 1879     | ....   |
| 1st Mortgage (L. C. & L.F.) of 1887                 | 2,770,000   | 7     | Feb. & Aug.       | " "             | 1897     | ....   | Consol. registered July 1, 1870...                 | 4,132,000   | 7     | J. A. J. & O.     | " "           | 1899     | 97     |
| 1st Mortgage ( " ) of 1889                          | 1,666,000   | 7     | June & Dec.       | " "             | 1899     | ....   | Consol. coupon July 1, 1870.....                   | 1,000,000   | 7     | Jan. & July.      | " "           | 1890     | 97     |
| <b>Indianapolis and St. Louis:</b>                  |             |       |                   |                 |          |        | Bonds of Oct. 1, 1872.....                         | 235,000     | 7     | April & Oct.      | " "           | 1882     | ....   |
| 1st Mortgage.....                                   |             | 7     | Jan. & July.      | New York.       | 1916     | ....   | Dividend (Lake Shore) Ap. 1, '69                   | 1,500,000   | 7     | " "               | " "           | 1899     | 98     |
| 2d Mortgage.....                                    | 2,000,000   | 7     | March & Sept.     | " "             | 1916     | ....   | Sunbury July 1, 1854.....                          | 500,000     | 7     | Jan. & July.      | " "           | 1874     | ....   |
| 3d Mortgage.....                                    |             | 7     | April & Oct.      | " "             | 1916     | ....   | Reg. Jan. 1, 1855 C.P. & A.R.R.                    | 1,000,000   | 7     | " "               | " "           | 1880     | 100    |
| Equipment Mortgage.....                             | 1,000,000   | 7     | " "               | " "             | 1900     | ....   | 3d Mort. Oct. 1, '61                               | 1,000,000   | 7     | April & Oct.      | " "           | 1892     | 99     |
| <b>Iowa Eastern:</b>                                |             |       |                   |                 |          |        | Skgs Fund July 1, 1855 C. & Tol.                   | 2,014,000   | 7     | Jan. & July.      | " "           | 1885     | 100    |
| 1st Mortgage gold.....                              | 14,000pm    | 7*    | Feb. & Aug.       | New York.       | 1902     | ....   | Mort. April 1, 1866                                | 860,000     | 7     | April & Oct.      | " "           | 1880     | 101    |
| Iowa Falls & Sioux City (Ill. Cen.)                 |             |       |                   |                 |          |        | 1st Mort. May 1, 1855 M. S. & N.I.                 | 5,256,000   | 7     | May & Nov.        | " "           | 1885     | 105    |
| 1st Mortgage guaranteed.....                        | 2,960,000   | 7     | April & Oct.      | New York.       | 1917     | 81     | 2d Mort. Oct. 31, 1867                             | 2,693,000   | 7     | " "               | " "           | 1877     | 101    |
| Iowa Midland (C. & N. W.)                           |             |       |                   |                 |          |        | Mort. Nov. 1, 1865 Buff. & Erie.                   | 100,000     | 7     | May & Nov.        | " "           | 1873     | ....   |
| 1st Mort., \$16,000 guar.....                       |             | 8     | Feb. & Aug.       | New York.       | 1900     | 91     | Mort. July 1, 1862                                 | 200,000     | 7     | Jan. & July.      | " "           | 1882     | 98     |
| <b>Ironton (Penna.):</b>                            |             |       |                   |                 |          |        | Mort. Sept. 1, 1866                                | 300,000     | 7     | March & Sept.     | " "           | 1888     | ....   |
| 1st Mortgage.....                                   | 100,000     | 7     | May & Nov.        | Philadelphia.   | 1875     | ....   | Mort. April 1, 1868                                | 3,000,000   | 7     | April & Oct.      | " "           | 1868     | 95     |
| <b>Ithaca and Athens:</b>                           |             |       |                   |                 |          |        | 1st Mort. Aug. 1, 1856 (D.M. & Tol.)               | 924,000     | 7     | Feb. & Aug.       | " "           | 1878     | 98     |
| 1st Mortgage gold, skg fund.....                    | 600,000     | 7*    | Jan. & July.      | New York.       | 1890     | 96     | 1st Mort. Sept. 1, 1869 (K. & W.P.)                | 400,000     | 7     | Jan. & July.      | " "           | 1870     | 90     |
| <b>Jackson, Lansing &amp; Saginaw (MO):</b>         |             |       |                   |                 |          |        | 1st Mort. Oct. 1, 1867 (Sch. & Th.R.)              | 100,000     | 8     | " "               | " "           | 1887     | ....   |
| 1st Mortgage.....                                   | 1,495,000   | 8     | Jan. & July.      | New York.       | 1886     | 99     | 1st Mort. Oct. 1, 1867 (K. & Sch.)                 | 100,000     | 8     | " "               | " "           | 1887     | ....   |
| 2d Mortgage.....                                    | 500,000     | 8     | March & Sept.     | " "             | 1888     | ....   | 1st Mort. July 1, 1863 (J. & Frank.)               | 500,000     | 7     | " "               | " "           | 1885     | 96     |
| 1st Mortgage, Northern Ext.....                     | 940,000     | 8     | May & Nov.        | " "             | 1890     | 98     | 2d Mort. Jun. 1, 1869                              | 500,000     | 7     | June & Dec.       | " "           | 1894     | ....   |
| <b>Jacksonville, Pensac. and Mobile:</b>            |             |       |                   |                 |          |        | <b>Lawrence (P. Ft. W. &amp; Chi.):</b>            |             |       |                   |               |          |        |
| 1st Mort. Florida State Loan g'd                    | 4,000,000   | 8     | Jan. & July.      | New York.       | 1900     | ....   | Leavenworth, Lawr. & N. West'n                     | 600,000     | 7     | April & Oct.      | Philad. lphia | 1865     | ....   |
| 1st Mortgage guaranteed.....                        | 496,000     | 7     | Jan. & July.      | New York.       | 1897     | ....   | 1st Mort. guar. by Pac. of Mo...                   | 355,000     | 7     | Feb. & Aug.       | New York.     | 1890     | ....   |
| 2d Mortgage guaranteed.....                         | 500,000     | 7     | June & Dec.       | " "             | 1894     | ....   | Leaven, Lawrence & Galveston                       | 5,000,000   | 10    | Jan. & July       | N. Y. & Bost. | 1899     | 55     |
| <b>Jefferson (Krie):</b>                            |             |       |                   |                 |          |        | 1st Mort. skg fund conv., gold...                  | 300,000     | 7     | Feb. & Aug.       | Philadelphia. | 1897     | ....   |
| 1st Mort. (Hawley Section).....                     | 208,000     | 7     | Jan. & July.      | New York.       | 1887     | ....   | Leligh and Lackawanna:                             |             |       |                   |               |          |        |
| 2d Mort. ( " ).....                                 | 94,000      | 7     | " "               | " "             | 1889     | ....   | 1st Mortgage tax free.....                         | 300,000     | 7     | Feb. & Aug.       | Philadelphia. | 1897     | ....   |
| 1st Mort. (Carbondale Section).....                 | 2,000,000   | 7     | " "               | " "             | 1889     | ....   | Leligh Valley:                                     |             |       |                   |               |          |        |
| <b>Jeffersonville, Madison &amp; Indian:</b>        |             |       |                   |                 |          |        | 1st Mortgage (old loan).....                       | 3,546,000   | 6     | May & Nov.        | Philadelphia. | 1873     | ....   |
| 1st Mortgage consol.....                            | 2,089,000   | 7     | April & Oct.      | New York.       | 1906     | ....   | 2d Mortgage (new loan) tax free                    | 4,712,000   | 7     | June & Dec.       | " "           | 1898     | 100    |
| 2d Mortgage consol.....                             | 2,000,000   | 7     | Jan. & July.      | " "             | 1910     | ....   | 2d Mortgage for \$6,000,000                        |             | 7     | March & Sept.     | " "           | 1910     | 103    |
| 1st Mortgage (Ind. & Mad. guar.)                    | 397,000     | 7     | May & Nov.        | " "             | 1882     | ....   | Lexington & St. Louis (P. of Mo.)                  |             |       |                   |               |          |        |
| 2d Mortgage (Jeffersonville & R.)                   | 345,000     | 7     | April & Oct.      | " "             | 1873     | ....   | 1st Mortgage gold.....                             | 1,000,000   | 6     | June & Dec.       | New York.     | 1890     | ....   |
| <b>Joliet and Chicago (C. &amp; Alton):</b>         |             |       |                   |                 |          |        | <b>Little Miami:</b>                               |             |       |                   |               |          |        |
| 1st Mortgage skg fund guar.....                     | 500,000     | 8     | Jan. & July.      | New York.       | 1882     | 104    | 1st Mortgage.....                                  | 1,474,000   | 6     | May & Nov.        | New York.     | 1883     | ....   |
| <b>Joliet &amp; Northern Ind. (Mich. C.):</b>       |             |       |                   |                 |          |        | Street Connection Bonds.....                       | 500,000     | 6     | Jan. & July.      | " "           | 1894     | ....   |
| 1st Mortgage, guaranteed.....                       | 800,000     | 8     | Jan. & July.      | New York.       | 1874     | ....   | <b>Little Rock and Fort Smith:</b>                 |             |       |                   |               |          |        |
| <b>Junction (Cin. &amp; Indianapolis):</b>          |             |       |                   |                 |          |        | 1st Mortgage gold.....                             | 3,000,000   | 6*    | Jan. & July.      | N. Y. & Bost. | 1900     | ....   |
| 1st Mortgage.....                                   | 1,200,000   | 7     | Jan. & July.      | New York.       | 1885     | ....   | Land Grant sinking fund.....                       | 5,000,000   | 7     | April & Oct.      | " "           | 1900     | ....   |
| 2d Mortgage.....                                    | 795,000     | 7     | March & Sept.     | " "             | 1893     | ....   | <b>Little Schuylkill (Phila. &amp; Rdg.):</b>      |             |       |                   |               |          |        |
| 1st Mortgage (Newcastle Br.)...                     | 250,000     | 7     | June & Dec.       | " "             | 1884     | ....   | 1st Mortgage, guaranteed.....                      | 771,500     | 7     | April & Oct.      | Philadelphia. | 1877     | 99     |
| <b>Junction, Philadelphia:</b>                      |             |       |                   |                 |          |        | Logansport, Crawf. & S'westn Ind.                  | 1,500,000   | 8*    | F. M. & A. N.     | New York.     | 1900     | 99     |
| 1st Mortgage, guaranteed.....                       | 500,000     | 6     | Jan. & July.      | Philadelphia.   | 1882     | 83     | Long Br. and Sea Shore (N.J. So.)                  | 200,000     | 6     | Jan. & July.      | New York.     | 1889     | ....   |
| 2d Mortgage not guaranteed.....                     | 300,000     | 6     | April & Oct.      | " "             | 1900     | 87     | 1st Mortgage guaranteed.....                       | 3,500,000   | 7     | June & Dec.       | New York.     | 1892     | 99     |
| <b>Junction and Breakwater:</b>                     |             |       |                   |                 |          |        | Long Dock (Eric).....                              |             |       |                   |               |          |        |
| 1st Mort. guar. by Delaware.....                    | 400,000     |       | Jan. & July.      | New York.       | 1890     | ....   | 1st Mortgage guaranteed.....                       | 500,000     | 6     | Jan. & July.      | New York.     | 1875     | 93     |
| <b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>         |             |       |                   |                 |          |        | Long Island:                                       |             |       |                   |               |          |        |
| 1st Mort. assumed by L.S. & M.S.                    | 840,000     | 8     | Jan. & July.      | New York.       | 1888     | 96     | 1st Mortgage main line.....                        | 175,000     | 7     | Feb. & Aug.       | " "           | 1890     | ....   |
| <b>Kalamazoo and Schoolcraft:</b>                   |             |       |                   |                 |          |        | 1st Mortgage (Extension).....                      | 150,000     | 6     | May & Nov.        | " "           | 1893     | ....   |
| 1st Mort. assumed by L.S. & M.S.                    | 100,000     | 8     | Jan. & July.      | New York.       | 1887     | ....   | 1st Mortgage (Glen Cove Br.)...                    | 775,000     | 7     | " "               | " "           | 1899     | ....   |
| Kalamazoo, & S. Haven (M. Cen.)                     |             |       |                   |                 |          |        | General Mortgage.....                              | 4,300,000   | 7     | Feb. & Aug.       | New York.     | 1900     | ....   |
| 1st Mortgage guar. by Lessee.....                   | 640,000     | 8     | May & Nov.        | Boston.         | 1889     | 100    | <b>Louisville &amp; Miss. Riv. (Ch. &amp; Al):</b> |             |       |                   |               |          |        |
| <b>Kalamazoo &amp; White Pigeon:</b>                |             |       |                   |                 |          |        | 1st Mortgage.....                                  | 3,000,000   | 7     | Jan. & July.      | New York.     | 1897     | ....   |
| 1st Mort. assumed by L.S. & M.S.                    | 400,000     | 7     | Jan. & July.      | New York.       | 1890     | 90     | 2d Mortgage for \$1,000,000.....                   | 845,000     | 8     | April & Oct.      | " "           | 1900     | ....   |
| <b>Kan. City, St. Jo. &amp; Coun. Bluffs:</b>       |             |       |                   |                 |          |        | <b>Louisville and Nashville:</b>                   |             |       |                   |               |          |        |
| 1st Mort. (C. B. & St. Jo. 62 m.)                   | 500,000     | 7     | Jan. & July.      | N. Y. & Bost.   | 1888     | ....   | 1st Mortgage (main line 185 m.)                    | 554,000     | 7     | Jan. & July.      | New York.     | 1873-'76 | 91     |
| 2d Mort. ( " ).....                                 | 150,000     | 10    | " "               | " "             | 1878     | ....   | 1st Mortgage (Memph. Br. 46.37 m.)                 | 139,000     | 7     | May & Nov.        | " "           | 1872-'75 | ....   |
| 1st Mort. (St. Jo. & C.B. 78 m. conv. tfr.)         | 1,400,000   | 10    | March & Sept.     | " "             | 1892     | ....   | 1st Mort. (Leb. Br. Ext. 73.2 m.)                  | 88,000      | 7     | " "               | " "           | 1870-'86 | ....   |
| 2d Mort. ( " ).....                                 | 539,500     | 8     | June & Dec.       | " "             | 1874     | ....   | Consol. M. for \$5,000,000 (392 m.)                | 6,647,000   | 7     | April & Oct.      | " "           | 1898     | 93     |
| 1st Mort. (Mo. Valley 130 m.)                       | 1,500,000   | 7*    | Feb. & Aug.       | New York.       | 1893     | ....   | <b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>      |             |       |                   |               |          |        |
| 2d Mort. ( " ).....                                 | 1,000,000   | 7*    | " "               | " "             | 1893     | ....   | 1st Mortgage gold, \$25,000 p. m.                  | 2,875,000   | 7*    | " "               | New York.     | 1901     | ....   |
| Consolidated Mort. (260m. conv.)                    | 687,000     | 8     | March & Sept.     | " "             | 1892     | ....   | <b>Macon and Augusta:</b>                          |             |       |                   |               |          |        |
| <b>Kansas City &amp; Santa Fe (L.L. &amp; G.):</b>  |             |       |                   |                 |          |        | 1st Mortgage end by State of Ga.                   | 670,000     | 7     | Jan. & July.      | New York.     | 1888-'91 | ....   |
| 1st Mortgage guar. by Lessee.....                   | 2,000,000   | 10    | May & Nov.        | Boston.         | 1900     | ....   | 1st Mortgage not guaranteed...                     | 100,000     | 7     | " "               | " "           | 1890     | ....   |
| <b>Kansas Pacific:</b>                              |             |       |                   |                 |          |        | <b>Macon and Brunswick:</b>                        |             |       |                   |               |          |        |
| 1st Mort. (2d Div. 140 m.) gold...                  | 2,240,000   | 6*    | Feb. & Aug.       | N. Y. & St. Lo. | 1895     | 80     | 1st Mort. endorsed by Ga.....                      | 1,900,000   | 7     | Jan. & July.      | New York.     | 1877     | ....   |
| 1st Mort. (2d Div. 253.94 m.) gold                  | 4,068,000   | 6*    | June & Dec.       | " "             | 1896     | 80     | 1st Mort. " ".....                                 | 600,000     | 7     | May & Nov.        | " "           | 1900     | ....   |
| 1st M. (3d Div. 244.66m. & 3,040,000a)              | 6,455,000   | 7*    | May & Nov.        | N. Y. & L. & F. | 1899     | ....   | 2d Mortgage.....                                   | 1,100,000   | 7     | April & Oct.      | " "           | 1883     | ....   |
| 1st Mortgage (1,000,000 acres)...                   | 245,000     | 7*    | March & Sept.     | N. Y. & St. Lo. | 1871-'76 | ....   | Equipment Mortgage.....                            | 150,000     | 7     | " "               | " "           | 1879     | ....   |
| 1st Mortgage (2,000,000 acres) gid                  | 1,521,000   | 7*    | Jan. & July.      | N. Y. & L. & F. | 1886     | ....   | <b>Maine Central:</b>                              |             |       |                   |               |          |        |
| 2d Mortgage on do. gold.....                        | 1,500,000   | 7*    | March & Sept.     | " "             | 1896     | ....   | Consolidated Mort. for \$7,500,000                 | 3,000,000   | 7*    | April & Oct.      | Boston.       | 1912     | 100    |
| 1st Mort. (Leavenworth Branch)                      | 600,000     | 7     | May & Nov.        | N. Y. & St. Lo. | 1896     | ....   | \$1,100,000 Loan, tax free.....                    | 746,300     | 7*    | Jan. & July.      | " "           | 1898     | 94     |
| 2d Mortgage (Gov't Subsidy).....                    | 6,303,000   | 6     | Jan. & July.      | U. S. Treas.    | 1905-'07 | ....   | Bangor (P. & K.) Loan.....                         | 514,000     | 6     | April & Oct.      | " "           | 1875     | ....   |
| 3d Mortgage (Income).....                           | 4,275,350   | 7     | March & Sept.     | " "             | 1916     | ....   | Extension (Gold) Loan.....                         | 491,000     | 6     | " "               | " "           | 1900     | 87     |
| <b>Kent County (Del.):</b>                          |             |       |                   |                 |          |        | \$1,100,000 (A. & Ken.) Loan.....                  | 1,100,000   | 6     | Feb. & Aug.       | " "           | 1900-'01 | ....   |
| 1st Mortgage for \$600,000.....                     | 400,000     | 6     | Jan. & July.      | Philadelphia.   | 1880     | 85     | 1st Mortgage (Ken. & P.).....                      | 217,300     | 6     | April & Oct.      | Augusta.      | 1885     | ....   |
| <b>Kentucky Central:</b>                            |             |       |                   |                 |          |        | Consolidated (P. & K.) Loan.....                   | 1,149,300   | 6     | " "               | Boston.       | 1896     | ....   |
| 2d Mortgage (Cov. & Lex.) 1853.                     | 844,000     | 7     | March & Sept.     | New York.       | 1883     | ....   | 1st Mortgage (S. & K.).....                        | 300,000     | 6     | June & Dec.       | " "           | 1874     | ....   |
| 3d Mortgage (Kent. Cen.) 1865.                      | 237,000     | 7     | June & Dec.       | " "             | 1885     | ....   | 2d Mortgage ( " ).....                             | 280,000     | 6     | " "               | " "           | 1876     | ....   |
| <b>Keokuk, Iowa C. &amp; Minn. (T.W. &amp; W.):</b> |             |       |                   |                 |          |        | 1st Mortgage (L. & F.).....                        | 633,000     | 6     | Jan. & July.      | " "           | 1901     | ....   |
| 1st Mort. gold conv. traffic guar.                  | 20,000pm    | 7*    | Jan. & July.      | New York.       | 1892     | ....   | Bath (Androscoogin) Loan.....                      | 425,000     | 6     | " "               | " "           | 1891     | ....   |
| 1st Mortgage traffic guar.....                      | 1,000,000   | 8     | April & Oct.      | Boston.         | 1879     | 98     | <b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>   |             |       |                   |               |          |        |
| <b>Lackawanna &amp; Bloomsb. (DL &amp; W.):</b>     |             |       |                   |                 |          |        | 1st Mortgage, guaranteed.....                      | 300,000     | 7     | Jan. & July.      | Boston.       | 1889     | 89     |
| 1st Mortgage.....                                   | 900,000     | 7     | Jan. & July.      | New York.       | 1875     | ....   | <b>Marietta and Cincinnati:</b>                    |             |       |                   |               |          |        |
| 1st Mortgage (Extension).....                       | 400,000     | 7     | March & Sept.     | " "             | 1885     | ....   | 1st Mortgage, Sterling.....                        | 1,050,000   | 7*    | Feb. & Aug.       | London.       | 1891     | ....   |
| 2d Mortgage.....                                    | 500,000     | 7     | April & Oct.      | " "             | 1880     | ....   | 1st Mortgage Dollar.....                           | 2,450,000   | 7*    | " "               | Baltimore.    | 1891     | 102    |
| 2d Mortgage (Extension).....                        | 200,000     | 7     | May & Nov.        | " "             | 1890     | ....   | 2d Mortgage Dollar.....                            | 2,500,000   | 7     | May & Nov.        | " "           | 1896     | 92     |
| Income Mortgage.....                                | 210,000     | 7     | Jan. & July.      | " "             | 1881     | ....   | 3d Mortgage Dollar.....                            | 3,000,000   | 8     | Jan. & July.      | " "           | 1890     | 78     |
| <b>La Crosse, Trempealeau &amp; Prescott:</b>       |             |       |                   |                 |          |        | 1st Mort. (Scioto & H. Val. R.R.)                  | 300,000     | 7     | May & Nov.        | " "           | 1896     | ....   |
| 1st Mort. assumed by C. & N. W.                     | 1,000,000   | 10    | " "               | New York.       | 1877     | ....   | <b>Marietta and Pittsburgh:</b>                    |             |       |                   |               |          |        |
| 1st Mortgage gold guar.....                         | 1,800,000   | 7*    | Feb. & Aug.       | New York.       | 1891     | 75     | 1st Mortgage gold.....                             | 1,500,000   | 7*    | Feb. & Aug.       | Boston.       | 1895     | ....   |
| <b>Laf. Blooming &amp; Miss. (T.W. &amp; W.):</b>   |             |       |                   |                 |          |        | Marquette and Ontonagon:                           |             |       |                   |               |          |        |
| 1st Mortgage gold guar.....                         | 1,500,000   | 7*    | Feb. & Aug.       | New York.       | 1901     |        |  |             |       |                   |               |          |        |

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                | Amount.     | Rate. | Interest Payable. |               | Due.     | Price.  | Description of Bonds.               | Amount.     | Rate. | Interest Payable. |               | Due.    | Price.  |
|--------------------------------------|-------------|-------|-------------------|---------------|----------|---------|-------------------------------------|-------------|-------|-------------------|---------------|---------|---------|
|                                      |             |       | When.             | Where.        |          |         |                                     |             |       | When.             | Where.        |         |         |
| Maryland and Delaware:               |             |       |                   |               |          |         | Nashville and Chattanooga:          |             |       |                   |               |         |         |
| 1st Mortgage.....                    | \$850,000   | 6     | May & Nov.        | Boston        | 1885     | 20      | 1st Mortgage, endorsed by Tenn.     | \$1,546,000 | 6     | Jan. & July.      | New York.     | 1890    | ....    |
| 2d Mortgage.....                     | 150,000     | 6     | June & Dec.       | "             | 1889     | ....    | Nashville and Decatur (L. & N. S.)  | 2,100,000   | 7     | Jan. & July.      | New York.     | 1900    | 85      |
| Massillon & Cleve. (C.M. V. & D.)    | 100,000     | 7*    | Jan. & July.      | New York.     | 1890     | ....    | 1st Mortgage sinking fund, guar.    | 500,000     | 6*    | April & Oct.      | Nashville.    | 1887    | ....    |
| 1st Mortgage guaranteed, gold..      | 500,000     | 7     | Jan. & July.      | New York.     | 1890     | ....    | 2d Mortgage gold .....              | 112,500     | 7     | Jan. & July.      | Bridgeport.   | 1876    | ....    |
| Maysville and Lexington:             |             |       |                   |               |          |         | Naugatuck:                          |             |       |                   |               |         |         |
| 1st Mortgage.....                    | 1,293,000   | 7     | March & Sept.     | New York.     | 1880     | 80      | 1st Mortgage.....                   | 600,000     | 7     | Jan. & July.      | New York.     | 1891    | ....    |
| Memphis and Charleston:              | 1,000,000   | 7     | Jan. & July.      | "             | 1883     | ....    | Newark & New York (Cen. N.J.)       | 800,000     | 7*    | May & Nov.        | New York.     | 1889    | ....    |
| 1st Mortgage, Convertible.....       | 1,300,000   | 8     | May & Nov.        | New York.     | 1890     | ....    | 1st Mortgage guar.....              | 972,000     | 6*    | May & Nov.        | London.       | 1897    | ....    |
| 2d Mortgage.....                     |             |       |                   |               |          |         | Newark, Somerset & Straitville:     |             |       |                   |               |         |         |
| Memphis and Little Rock:             |             |       |                   |               |          |         | 1st Mortgage gold.....              |             |       |                   |               |         |         |
| 1st Mortgage.....                    |             |       |                   |               |          |         | New Brunswick and Canada:           |             |       |                   |               |         |         |
| Michigan Air Line:                   |             |       |                   |               |          |         | 1st Mortgage, Sterling £200,000..   |             |       |                   |               |         |         |
| 1st Mortgage (E.D.V.) \$15,000 p.m.  |             |       |                   |               |          |         | Newburg & New York (Erie):          |             |       |                   |               |         |         |
| Michigan Central:                    |             |       |                   |               |          |         | 1st Mortgage for \$200,000.....     |             |       |                   |               |         |         |
| 1st Mortgage, convertible.....       | 556,000     | 8     | April & Oct.      | New York.     | 1882     | ....    | 1st Mortgage for \$200,000.....     |             |       |                   |               |         |         |
| 1st Mortgage, sinking fund conv.     | 2,179,000   | 8     | "                 | "             | 1882     | 109     | New H. Middle'n & Willman:          | 3,000,000   | 7     | May & Nov.        | New York.     | 1889    | ....    |
| Trust Mortgage for \$10,000,000..    | 7,000,000   | 7     | Jan. & July.      | "             | 1902     | 95 1/2  | 1st Mortgage (coup. & reg.).....    |             |       |                   |               |         |         |
| 1st Mort. (M. Air L. V. D.) ass'd    | 1,900,000   | 8     | May & Nov.        | "             | 1890     | 103     | New Haven & Northampton:            | 1,000,000   | 7     | Jan. & July.      | N. Y. & N. H. | 1899    | ....    |
| 1st Mort. (Gr. Riv. Valley) guar.    | 1,000,000   | 8     | "                 | "             | 1886     | ....    | 1st Mortgage.....                   | 400,000     | 6     | April & Oct.      | "             | 1880    | ....    |
| 2d Mort. ( " ) guar.                 | 500,000     | 8     | March & Sept.     | "             | 1879     | 94 1/2  | Convertible.....                    | 2,000,000   | 7     | "                 | "             | 1891    | ....    |
| 1st Mort. (Kal. & So. Hav.) t. guar. | 640,000     | 8     | May & Nov.        | "             | 1889     | 100     | Holyoke and Westfield bonds..       |             |       |                   |               |         |         |
| 2d Mort. ( " ) guar.                 | 70,000      | 8     | "                 | "             | 1889     | ....    | New Jersey Sea United Compan's.     |             |       |                   |               |         |         |
| Michigan Lake Shore:                 |             |       |                   |               |          |         | New Jersey Midland (N.Y. & O.M.)    | 3,000,000   | 7*    | Feb. & Aug.       | New York.     | 1895    | ....    |
| 1st Mortgage.....                    | 800,000     | 8     | Jan. & July.      | New York.     | 1889     | ....    | 1st Mortgage gold, guar.....        | 1,500,000   | 7     | "                 | "             | 1881    | ....    |
| Middletown, Unionv. & W. Gap (E.)    | 225,000     | 7     | May & Nov.        | New York.     | 1886     | ....    | 2d Mortgage currency.....           |             |       |                   |               |         |         |
| 1st Mortgage tax free .....          |             |       |                   |               |          |         | New Jersey Southern:                |             |       |                   |               |         |         |
| Midland of Canada:                   |             |       |                   |               |          |         | 1st Mortgage.....                   | 3,000,000   | 7     | May & Nov.        | New York.     | 1899    | 43      |
| 1st Mortgage sterling £235,000..     | 1,143,667   | 6*    | May & Nov.        | London.       | 1896     | ....    | 1st Mortgage (Tom's Riv. Br.)..     | 120,000     | 7     | March & Sept.     | "             | 1888    | ....    |
| Midland Pacific:                     |             |       |                   |               |          |         | Income Mortgage.....                | 750,000     | 7     | April & Oct.      | "             | 1881    | ....    |
| 1st Mortgage gold, tax free.....     | 1,100,000   | 7*    | Feb. & Aug.       | New York.     | 1899     | ....    | New Jersey West Line:               |             |       |                   |               |         |         |
| Milwaukee and St. Paul:              |             |       |                   |               |          |         | 1st Mort. gold, for \$3,000,000..   |             |       |                   |               |         |         |
| 1st Mortgage.....                    | 5,514,000   | 7     | Jan. & July.      | New York.     | 1893     | 92      | New London Northern (Vt. Cen.)      | 300,000     | 6     | March & Sept.     | New York.     | 1885    | ....    |
| 2d Mortgage.....                     | 1,191,000   | 7     | April & Oct.      | "             | 1884     | 81 1/2  | 1st Mortgage.....                   | 200,000     | 7     | Jan. & July.      | "             | 1888    | ....    |
| 1st Mortgage (E. Div. Palmer)..      | 791,500     | 8     | May & Nov.        | "             | 1874     | 81      | N. Orleans, Jackson & Gt. North:    | 3,000,000   | 8     | Jan. & July.      | New York.     | 1886    | ....    |
| 1st Mort. (Iowa and Minn.).....      | 3,898,000   | 7     | Jan. & July.      | "             | 1897     | 81      | 1st Mortgage 1856.....              | 2,000,000   | 8     | April & Oct.      | "             | 1890    | ....    |
| 1st Mortgage (Minn. Cent.).....      | 192,000     | 7     | "                 | "             | 1870     | 90      | Income Mortgage, for \$3,000,000.   | 1,000,000   | 8*    | May & Nov.        | "             | 1890    | ....    |
| 1st Mortgage (Iowa & Dak.).....      | 1,008,000   | 7     | "                 | "             | 1870     | 82      | N. Orleans Extension, 1870, gold    | 1,509,000   | 8*    | Jan. & July.      | "             | 1890    | ....    |
| 1st Mortgage (P. du Chien).....      | 3,674,000   | 8     | Feb. & Aug.       | "             | 1898     | 107     | New Orleans, Mobile and Texas:      |             |       |                   |               |         |         |
| 2d Mortgage (P. du Chien).....       | 1,315,000   | 7.5   | "                 | "             | 1898     | 95 1/2  | 1st M. (N.O. to T. 227 m) skg fd.   | 2,825,000   | 8     | Jan. & July.      | New York.     | 1915    | ....    |
| Milwaukee City Loan.....             | 235,500     | 7     | March & Sept.     | "             | 1873     | ....    | 1st M. ( " ) gold skg fd.           | 2,825,000   | 8     | "                 | N.Y. or Lond. | 1915    | ....    |
| 1st Mort. (Milw. & Wtn.).....        | 234,900     | 7     | Jan. & July.      | "             | 1891     | ....    | 2d Mortgage, endorsed by La..       |             |       |                   |               |         |         |
| Real Estate Purchase.....            | 148,500     | 7     | "                 | "             | 1891     | ....    | New York and Boston:                |             |       |                   |               |         |         |
| Milw. Manitowoc & Green Bay:         |             |       |                   |               |          |         | 1st Mortgage gold, for \$3,000,000  |             |       |                   |               |         |         |
| 1st Mortgage for \$2,500,000.....    |             |       |                   |               |          |         | New York Central & Hudson R.:       |             |       |                   |               |         |         |
| Milwaukee and Northern:              |             |       |                   |               |          |         | 1st Mortgage.....                   | 5,936,626   | 6     | May & Nov.        | New York.     | 1883    | 95 1/2  |
| 1st Mortgage for \$15,000 p.m....    |             |       |                   |               |          |         | Debt Certif. (N. Y. Central).....   | 1,514,000   | 7     | Feb. & Aug.       | "             | 1876    | 102     |
| Mineral Point:                       |             |       |                   |               |          |         | Bonds for debts ass'd (N.Y. Cen.)   | 76,000      | 6     | May & Nov.        | "             | 1883    | 90      |
| 1st Mortgage, Dec. 21, 1868.....     | 320,000     | 10    | Jan. & July.      | New York.     | 1890     | ....    | Bonds for R.R. stock ( " )          | 592,000     | 6     | "                 | "             | 1883    | 91      |
| Minneapolis & Duluth (L.S. & M.)     | 400,000     | 8*    | Jan. & July.      | New York.     | 1911     | ....    | Bonds for real estate ( " )         | 162,000     | 6     | "                 | "             | 1883    | 91      |
| 1st Mortgage gold, guaranteed..      | 700,000     | 7*    | Jan. & July.      | New York.     | 1911     | ....    | Bonds of 1854 renewed ( " )         | 2,900,000   | 6     | June & Dec.       | "             | 1887    | 95      |
| Minneapolis & St. L. (L. Sup. & M.)  |             |       |                   |               |          |         | 1st Mort. (Hudson Riv.).....        | 200,000     | 7     | Feb. & Aug.       | "             | 1870    | ....    |
| 1st Mortgage gold, guaranteed..      | 20,000 p.m. | 7*    | Jan. & July.      | New York.     | 1895     | ....    | 2d Mort. ( " ) S. F.....            | 1,894,000   | 7     | June & Dec.       | "             | 1885    | ....    |
| 1st Mort. gold, skg fd & tax free    |             |       |                   |               |          |         | 3d Mort. ( " ).....                 | 180,000     | 7     | May & Nov.        | "             | 1875    | ....    |
| Mississippi Central:                 |             |       |                   |               |          |         | Bonds of 71, tax free (N.Y. & C.H.) | 1,950,000   | 7     | April & Oct.      | "             | 1891    | ....    |
| 1st Mortgage.....                    | 1,254,000   | 7     | May & Nov.        | New York.     | 1879     | 71      | Consol. Mort. for \$40,000,000..    |             |       |                   |               |         |         |
| 2d Mortgage.....                     | 2,000,000   | 8     | Feb. & Aug.       | "             | 1875     | ....    | New York and Harlem:                |             |       |                   |               |         |         |
| General Mort. for \$5,000,000 gold   |             |       |                   |               |          |         | 1st Mortgage of 1863.....           | 3,000,000   | 7     | May & Nov.        | New York.     | 1873    | ....    |
| Mississippi, Ouchita & Red Riv.:     |             |       |                   |               |          |         | Consolidated mortgage of 1863..     | 1,754,000   | 6     | Feb. & Aug.       | "             | 1893    | 90      |
| 1st Mortgage gold.....               | 1,860,000   | 7*    | "                 | "             | 1899     | 19 1/2  | Sinking Fund mortgage of 1861.      | 111,850     | 7     | Jan. & July.      | "             | 1881    | ....    |
| 1st Mort. Land Grant gold.....       | 1,000,000   | 7*    | "                 | "             | 1910     | ....    | Bonds of 1863, unsecured.....       | 106,000     | 7     | "                 | "             | 1873    | ....    |
| State (Ark.) subsidy \$10,000 p.m.   | 1,550,000   | 7     | April & Oct.      | "             | 1910     | ....    | N. York, Houatonic & Northern:      |             |       |                   |               |         |         |
| Mississippi and Tennessee:           |             |       |                   |               |          |         | 1st Mortgage for \$500,000.....     | 161,000     | 7     | Feb. & Aug.       | New York.     | 1889    | ....    |
| 1st Mortgage of April 1, 1886....    | 600,000     | 7     | April & Oct.      | New York.     | 1876     | ....    | New York and New Haven:             |             |       |                   |               |         |         |
| Consolidated Mort. Sept. of 1866.    | 1,181,000   | 8     | Jan. & July.      | "             | 1871-193 | ....    | 1st Mortgage.....                   | 1,059,500   | 7     | April & Oct.      | New York.     | 1875    | 101     |
| Mississippi Valley and Western:      |             |       |                   |               |          |         | New York & Oswego Midland:          |             |       |                   |               |         |         |
| 1st Mortgage \$20,000 p. m.....      |             |       |                   |               |          |         | 1st Mortgage gold, tax free.....    | 8,000,000   | 7     | Jan. & July.      | New York.     | 1889    | ....    |
| Missouri, Iowa and Nebraska:         |             |       |                   |               |          |         | 2d Mortgage convertible.....        | 2,500,000   | 7     | May & Nov.        | "             | 1898    | ....    |
| 1st Mortgage gold, sinking fund.     |             |       |                   |               |          |         | 2d Mortgage non-convertible ..      | 1,500,000   | 7     | "                 | "             | 1898    | ....    |
| Missouri, Kansas and Texas:          |             |       |                   |               |          |         | New York, Providence & Boston:      |             |       |                   |               |         |         |
| 1st Mort. (U. Pac. S. Br.) skg fund  | 4,250,000   | 6*    | Jan. & July.      | New York.     | 1899     | ....    | 1st Mortgage.....                   | 132,000     | 6     | Feb. & Aug.       | New York.     | 1873-78 | ....    |
| 1st Mort. (Teb. & Neosho) S. F. g'd  | 2,000,000   | 7*    | June & Dec.       | "             | 1903     | ....    | Improvement Bonds.....              | 100,000     | 7     | Jan. & July.      | "             | 1876    | ....    |
| Consol. Land Grant, skg fd gold      | 7,833,000   | 7*    | Feb. & Aug.       | "             | 1904     | ....    | Extension Bonds.....                | 250,000     | 6     | May & Nov.        | "             | 1878-81 | ....    |
| Missouri River, Ft. Scott & Gulf:    |             |       |                   |               |          |         | General Mort. for \$1,000,000..     | 732,000     | 7     | "                 | "             | 1899    | ....    |
| 1st Mortgage Land skg fd, tax fr     | 5,000,000   | 10    | Jan. & July.      | New York.     | 1899     | ....    | N. York, West Shore & Chicago:      |             |       |                   |               |         |         |
| 2d Mortgage.....                     | 2,000,000   | 10    | April & Oct.      | N. Y. & Bost. | 74 1/2   | ....    | 1st Mortgage gold, \$35,000 p.m.    |             |       |                   |               |         |         |
| Mobile and Girard:                   |             |       |                   |               |          |         | Niles and New Lisbon:               |             |       |                   |               |         |         |
| 1st Mortgage.....                    | 377,500     | 7     | Jan. & July.      | New York.     | 1876     | ....    | 1st Mortgage.....                   | 500,000     | 7     | Jan. & July.      | New York.     | 1890    | ....    |
| 2d Mortgage.....                     | 300,000     | 7     | "                 | "             | 1889     | ....    | Norfolk County (B. H. & Erie):      |             |       |                   |               |         |         |
| Mobile and Montgomery:               |             |       |                   |               |          |         | 1st Mortgage, guaranteed.....       | 414,350     | 6     | March & Sept.     | Boston.       | 1854    | ....    |
| 1st Mortgage endor. by Ala. gold     | 2,500,000   | 8*    | May & Nov.        | New York.     | 1900     | ....    | Norfolk & Petersburg (A.M. & O.):   |             |       |                   |               |         |         |
| Mobile and Ohio:                     |             |       |                   |               |          |         | 1st Mortgage.....                   | 906,000     | 8     | Jan. & July.      | New York.     | 1877    | ....    |
| 1st Mortgage Sterling.....           | 6,000,000   | 6*    | May & Nov.        | Mob. & Lond.  | 1882     | ....    | 2d Mortgage.....                    | 157,000     | 7     | "                 | "             | 1877    | ....    |
| Interest bonds.....                  | 804,400     | 8     | "                 | "             | 1877     | ....    | 2d Mortgage.....                    | 458,000     | 8     | "                 | Norfolk.      | 1893    | ....    |
| Interest bonds.....                  | 371,800     | 8     | "                 | "             | 1883     | ....    | North Eastern (S. Car.):            |             |       |                   |               |         |         |
| Interest (sterling) bonds.....       | 755,040     | 6*    | "                 | "             | 1883     | ....    | 1st Mortgage of Sept. 1, 1869..     | 820,000     | 7     | March & Sept.     | Charleston.   | 1899    | ....    |
| 2d Mort. (Income Liquidation).....   | 943,121     | 8     | March.            | Mobile.       | 1877     | ....    | 2d Mortgage of Sept. 1, 1869..      | 322,000     | 7     | "                 | "             | 1899    | ....    |
| Montclair (N. Y. & O. Mid.)          |             |       |                   |               |          |         | North Pennsylvania:                 |             |       |                   |               |         |         |
| 1st Mortgage gold, guar.....         | 1,200,000   | 7*    | March & Sept.     | New York.     | ....     | ....    | 1st Mortgage.....                   | 2,225,000   | 6     | Jan. & July.      | Philadelphia. | 1885    | 99 1/2  |
| 2d Mortgage.....                     | 400,000     | 7     | "                 | "             | ....     | ....    | 2d Mortgage.....                    | 5,000,000   | 7     | May & Nov.        | "             | 1896    | 102 1/2 |
| Income Mortgage.....                 | 700,000     | 7     | "                 | "             | ....     | ....    | Chattel Mortgage.....               | 360,000     | 10    | April & Oct.      | "             | 1877    | 110     |
| Montgomery and Eufrata:              |             |       |                   |               |          |         | North Shore (L. I.)                 |             |       |                   |               |         |         |
| 1st Mortgage end. by Ala. gold.      | 1,040,000   | 8*    | March & Sept.     | New York.     | 1883     | ....    | 1st Mortgage.....                   | 135,000     | 7     | Feb. & Aug.       | New York.     | 1887    | ....    |
| 1st Mortgage not endorsed.....       | 300,000     | 8     | June & Dec.       | "             | 1900     | ....    | Northern Central:                   |             |       |                   |               |         |         |
| Monticello:                          |             |       |                   |               |          |         | 1st Mortgage, Md. State loan...     | 1,500,000   | 6     | J. A. J. & O.     | Baltimore.    | 1882    | 91      |
| 1st Mortgage.....                    | 420,000     | 8     | April & Oct.      | New York.     | 1910     | ....    | 2d Mortgage skg fd.....             | 2,600,000   | 6     | Jan. & July.      | "             | 1885    | 91      |
| Monticello and Port Jervis:          |             |       |                   |               |          |         | 3d Mortgage skg fd.....             | 1,223,000   | 6     | April & Oct.      | "             | 1900    | 90      |
| 1st Mortgage gold, tax free.....     | 660,000     | 7     | J. A. J. & O.     | New York.     | 1890     | ....    | 3d Mortgage (Yk & Cumb.) guar.      | 500,000     | 6     | Jan. & July.      | "             | 1877    | 95      |
| Morris and Essex (D. L. & W.):       |             |       |                   |               |          |         | Consol. Mortgage gold.....          | 2,495,000   | 6*    | "                 | "             | 1900    | 91 1/2  |
| 1st Mortgage sinking fund, guar.     | 5,000,000   | 7     | March & Sept.     | New York.     | 1914     | 106 1/2 | Income Mortgage conv.....           | 1,000,000   | 7     | April & Oct.      | "             | 1880    | ....    |
| 2d Mortgage guar.....                | 3,400,000   | 7     | Feb. & Aug.       | "             | 1891     | 100     | Northern New Hampshire:             |             |       |                   |               |         |         |
| Convertible bonds.....               | 1,610,000   | 7     | Jan. & July.      | "             | 1900     | 102     | 1st Mortgage.....                   | 105,200     | 6     | April & Oct.      | Boston.       | 1874    | ....    |
| Construction bonds of 1871.....      | 2,900,000   | 7     | Feb. & Aug.       | "             | 1889     | 95 1/2  | Northern New Jersey (Erie):         |             |       |                   |               |         |         |
|                                      |             |       |                   |               |          |         | 1st Mortgage skg fd guar.....       | 400,000     | 7     | Jan. & July.      | New York.     | 1878    | ....    |



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.                   | Amount.     | Rate. | Interest Payable. |                | Due.    | Price. | Description of Bonds.                 | Amount.   | Rate. | Interest Payable. |               | Due.    | Price. |
|---|-------------|-------|-------------------|----------------|---------|--------|---------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
|   |             |       | When.             | Where.         |         |        |                                       |           |       | When.             | Where.        |         |        |
| Rockford, R. Island & St. Louis:        |             |       |                   |                |         |        | Sioux City and Pacific:               |           |       |                   |               |         |        |
| 1st Mortgage tax free.....              | \$3,000,000 | 7*    | Feb. & Aug.       | N. Y. & Lond.  | 1918    | ....   | 1st Mortgage gold.....                | \$200,000 | 6*    | Jan. & July.      | Boston.       | 1898    | ....   |
| Rome, Watertown & Ogdensburg:           |             |       |                   |                |         |        | Somerset (Me. Central):               |           |       |                   |               |         |        |
| 1st Mortgage (W. & R.) Sfg Fund         | 799,900     | 7     | March & Sept.     | New York.      | 1880    | ....   | 1st Mortgage gold.....                | 500,000   | 7*    | June & Dec.       | Boston.       | 1891    | ....   |
| 1st Mort. (Potdam & Watert.)            | 327,000     | 7     | June & Dec.       | " "            | '72-'74 | ....   | South Carolina:                       |           |       |                   |               |         |        |
| Consolidated Mort. Sfg Fund....         | 824,500     | 7     | " "               | " "            | 1891    | ....   | 1st Mortgage Sterling.....            | 1,407,270 | 5*    | Jan. & July.      | London.       | '82-'88 | ....   |
| Rondout and Oswego:                     |             |       |                   |                |         |        | 1st Mortgage (L.) currency.....       | 807,500   | 7     | " "               | New York.     | '82-'88 | ....   |
| 1st Mortgage, gold \$20,000 p.m.        | .....       | 7*    | Jan. & July.      | New York.      | 1890    | ....   | Domestic (H) Bonds.....               | 192,500   | 7     | April & Oct.      | Charleston.   | 1872    | ....   |
| Rutland (Verm. Cen. & Can.):            |             |       |                   |                |         |        | Domestic (G) Bonds.....               | 342,500   | 6     | Jan. & July.      | "             | '73-'74 | ....   |
| Equipment Mortgage, tax free....        | 500,000     | 7     | May & Nov.        | Boston.        | 1880    | 72 1/2 | Domestic (I) Bonds.....               | 1,470,000 | 7     | April & Oct.      | "             | '88-'91 | ....   |
| Equipment Mortgage.....                 | 500,000     | 8     | March & Sept.     | "              | 1880    | 80     | Domestic Bonds.....                   | 76,000    | 6     | Jan. & July.      | "             | '80-'92 | ....   |
| Saint Croix and Penobscot:              |             |       |                   |                |         |        | Domestic (special) Bonds.....         | 71,260    | 7     | various.          | "             | '72-'74 | ....   |
| 1st Mort. (Cal. & Baring).....          | 95,200      | 6     | Jan. & July.      | Calais, Me.    | 1879    | ....   | South Florida:                        |           |       |                   |               |         |        |
| 2d Mort. ( " ).....                     | 17,500      | 6     | " "               | "              | 1879    | ....   | 1st M. endor. by State \$16,000pm     | .....     | 8     | "                 | "             | "       | "      |
| Calais Loan (Lewey's Island)....        | 130,000     | 6     | June & Dec.       | "              | 1876    | ....   | South Georgia & Florida (A. & G.):    |           |       |                   |               |         |        |
| St. Joseph & Denver City:               |             |       |                   |                |         |        | 1st Mort. assumed by Atl. & Gulf      | 464,000   | 7     | May & Nov.        | New York.     | 1888    | ....   |
| 1st Mort. (E. D.) gold tax free....     | 1,512,000   | 8*    | Feb. & Aug.       | N. Y. or Lond. | 1899    | ....   | 2d Mort. " " " "                      | 200,000   | 7     | " "               | "             | 1889    | ....   |
| 1st M. (W. D.) land grant, g'd tax fr   | 15,000pm    | 8*    | " "               | "              | 1900    | ....   | South Mountain Iron (Cumb. Val.):     |           |       |                   |               |         |        |
| St. Louis, Alton and Terre Haute:       |             |       |                   |                |         |        | 1st Mortgage guaranteed.....          | 200,000   | 6     | June & Dec.       | Philadelphia. | 1888    | ....   |
| 1st Mortgage (Series A) skg fd.         | 1,100,000   | 7     | Jan. & July.      | New York.      | 1894    | 98     | 2d Mortgage for \$200,000.....        | 179,000   | 7     | March & Sept.     | "             | 1884    | ....   |
| 1st Mortgage (Series B) skg fd.         | 1,100,000   | 7     | April & Oct.      | "              | 1894    | ....   | South and North Alabama:              |           |       |                   |               |         |        |
| 2d Mortgage preferred (Series C) D      | 1,400,000   | 7     | Feb. & Aug.       | "              | 1894    | 86 1/2 | 1st Mort., endor. by Ala., gold...    | 22,000 pm | 8*    | Jan. & July.      | New York.     | 1890    | ....   |
| 2d Mortgage preferred (Series D)        | 1,400,000   | 7     | May & Nov.        | "              | 1894    | ....   | South Pacific (Atl. & Pac.):          |           |       |                   |               |         |        |
| 2d Mortgage Income (Series E)           | 1,700,000   | 7     | " "               | "              | 1884    | 75     | 1st Mortgage gold, assumed....        | 7,189,000 | 6*    | Jan. & July.      | New York.     | 1888    | ....   |
| Equipment Mortgage.....                 | 300,000     | 10    | March & Sept.     | "              | 1894    | ....   | South Shore (Mass.):                  |           |       |                   |               |         |        |
| St. Louis, Coun. Bluffs & Omaha:        |             |       |                   |                |         |        | 1st Mortgage, sinking fund.....       | 150,000   | 6     | April & Oct.      | Boston.       | 1880    | 63     |
| 1st Mortgage, gold \$16,000.....        | .....       | 7*    | Jan. & July.      | New York.      | 1901    | ....   | South Side (L. I.):                   |           |       |                   |               |         |        |
| St. Louis and Iron Mountain:            |             |       |                   |                |         |        | 1st Mortgage, Mar. 1, 1867.....       | 2,250,000 | 7     | Mar. & Sept.      | New York.     | 1887    | ....   |
| 1st Mortgage.....                       | 4,000,000   | 7     | Feb. & Aug.       | New York.      | 1892    | 96     | South Side, Va. (A.M. & O.):          |           |       |                   |               |         |        |
| St. Louis, Jacksonv. & Chic. (C. & A.): |             |       |                   |                |         |        | 1st preferred bonds.....              | 675,000   | 8     | Jan. & July.      | New York.     | '84-'90 | ....   |
| 1st Mortgage Mar. 18, 1864 guar.        | 2,929,000   | 7     | April & Oct.      | New York.      | 1894    | 96 1/2 | 2d preferred bonds.....               | 617,000   | 6     | " "               | "             | '84-'90 | 65     |
| 2d Mortgage May 1, 1868 guar....        | 548,000     | 7     | Jan. & July.      | "              | 1898    | ....   | 3d preferred bonds.....               | 448,500   | 6     | " "               | "             | '84-'90 | ....   |
| St. Louis, Kansas City & North:         |             |       |                   |                |         |        | Southern Central:                     |           |       |                   |               |         |        |
| 1st Mortgage (late North Mo.)....       | 6,000,000   | 7     | Jan. & July.      | New York.      | 1901    | 80     | 1st Mortgage, skg fund conv....       | 1,500,000 | 7     | Jan. & July.      | New York.     | 1900    | ....   |
| St. Louis, Lawr. & Denv. (Pacific):     |             |       |                   |                |         |        | Southern Iowa and Cedar Rapids:       |           |       |                   |               |         |        |
| 1st Mortgage gold, guaranteed....       | 1,000,000   | 6*    | Jan. & July.      | New York.      | 1901    | ....   | 1st Mortgage gold.....                | 1,500,000 | 7*    | May & Nov.        | New York.     | 1900    | ....   |
| 1st Mort. gold skg fund conv....        | 2,250,000   | 7     | May & Nov.        | New York.      | 1894    | ....   | Southern Minnesota:                   |           |       |                   |               |         |        |
| 1st M. (Evans D.) gold skg fd. con      | 1,000,000   | 7     | " "               | "              | 1896    | ....   | 1st Mortgage land grant tax free      | 3,600,000 | 8     | April & Oct.      | New York.     | '78-'88 | ....   |
| St. Louis and St. Joseph:               |             |       |                   |                |         |        | 2d Mortgage, land grant.....          | 3,000,000 | 7     | Jan. & July.      | "             | 1890    | ....   |
| 1st Mortgage gold.....                  | 1,000,000   | 6*    | May & Nov.        | New York.      | 1893    | ....   | Southern (Cal.) Pacific:              |           |       |                   |               |         |        |
| St. Louis, Van. & T. H. (T.H. & I.):    |             |       |                   |                |         |        | 1st Mortgage gold for \$28,000,000.   | 5,750,000 | 6*    | "                 | "             | "       | "      |
| 1st Mortgage, guaranteed.....           | 1,899,000   | 7     | Jan. & July.      | New York.      | 1897    | ....   | Southern Pennsylvania:                |           |       |                   |               |         |        |
| 2d Mortgage, (A.) guaranteed.....       | 1,000,000   | 7     | May & Nov.        | "              | 1898    | ....   | 1st Mortgage gold.....                | 625,000   | 7*    | March & Sept.     | Philadelphia. | 1890    | ....   |
| 2d Mortgage (B.) convertible.....       | 1,000,000   | 7     | " "               | "              | 1898    | ....   | 2d Mortgage.....                      | 88,000    | 7*    | "                 | "             | 1880    | ....   |
| Income Mortgage.....                    | 709,000     | 7     | March 1.          | Pittsburg.     | 1891    | ....   | South Western (Cen. of Ga.):          |           |       |                   |               |         |        |
| St. Paul and Chicago (M. & St. P.):     |             |       |                   |                |         |        | 1st Mortgage (Muscookee) conv....     | 391,060   | 7     | various.          | Macon.        | '72-'80 | ....   |
| 1st M. land gr. gold skg fd. endor.     | 4,000,000   | 7*    | J. A. J. & O.     | New York.      | 1900    | ....   | 1st Mortgage (Muscookee) conv....     | 300,000   | 7     | "                 | "             | '72-'76 | ....   |
| St. Paul and Pacific 1st Division:      |             |       |                   |                |         |        | Spartanburg and Union:                |           |       |                   |               |         |        |
| 1st Mort. (St. P. to St. Anth.) 10m.    | 120,000     | 8     | March & Sept.     | New York.      | 1892    | ....   | 1st Mortgage, end. by S. Car...       | 350,000   | 7     | Jan. & July.      | Charleston.   | 1879    | ....   |
| 1st Mort. (St. Paul to Wab.) 70 m.      | 700,000     | 7     | Jan. & July.      | "              | 1892    | ....   | 1st Mortgage not endorsed.....        | 198,370   | 7     | " "               | "             | 1879    | ....   |
| 2d M. (N. Line) 80 m. & 1st land gr.    | 1,300,000   | 7     | June & Dec.       | "              | 1892    | ....   | Springfield & Illinois S. Eastern:    |           |       |                   |               |         |        |
| General Mort. (R. R. & Lands):          | 2,929,000   | 7     | Jan. & July.      | "              | ....    | ....   | 1st Mortgage gold, tax free.....      | 3,400,000 | 7*    | Feb. & Aug.       | New York.     | 1900    | ....   |
| General Mort. (R. R. & Lands) sig.      | 1,000,000   | 7*    | " "               | London.        | ....    | ....   | 2d Mortgage gold, tax free.....       | 1,000,000 | 7*    | " "               | "             | 1900    | ....   |
| 1st M. (W. Line) R. R. & Lands.         | 6,000,000   | 7     | " "               | New York.      | ....    | ....   | Springfield and Northwestern:         |           |       |                   |               |         |        |
| 2d M. (W. Line) R. R. & Lands.          | 3,000,000   | 7     | " "               | "              | ....    | ....   | 1st Mortgage gold, skg fund....       | 20,000pm  | 7*    | Feb. & Aug.       | New York.     | 1901    | ....   |
| St. Paul and Sioux City:                |             |       |                   |                |         |        | Staten Island:                        |           |       |                   |               |         |        |
| 1st Mortgage \$16,000 p. m.....         | 2,900,000   | 7     | Jan. & July.      | New York.      | 1896    | ....   | 1st Mortgage.....                     | 200,000   | 7     | Jan. & July.      | New York.     | 1886    | ....   |
| Land Stock on 400,000 acres....         | 2,400,000   | 8     | J. A. J. & J.     | "              | 1890    | ....   | Sterling Mountain:                    |           |       |                   |               |         |        |
| St. Paul, Stillwater & Taylor's F.      |             |       |                   |                |         |        | 1st Mortgage.....                     | 850,000   | 7     | Jan. & July.      | New York.     | 1874    | ....   |
| 1st Mortgage for \$450,000.....         | .....       | 8     | Jan. & July.      | New York.      | 1901    | ....   | Sullivan (Verm. Central):             |           |       |                   |               |         |        |
| Salem (W. Jer.):                        |             |       |                   |                |         |        | 1st Mortgage.....                     | 500,000   | 6     | Jan. & July.      | Boston.       | 1875    | ....   |
| 1st Mortgage guar.....                  | 100,000     | 6     | Jan. & July.      | Philadelphia.  | 1878    | 92 1/2 | 2d Mortgage.....                      | 250,000   | 6     | Feb. & Aug.       | "             | 1880    | ....   |
| Salem and Lowell (B. & L.):             |             |       |                   |                |         |        | Sullivan and Erie:                    |           |       |                   |               |         |        |
| 1st Mortgage.....                       | 228,900     | 6     | Feb. & Aug.       | Boston.        | 1878    | 90 1/2 | 1st Mortgage, skg fund.....           | 1,000,000 | 7     | May & Nov.        | New York.     | 1886    | ....   |
| Sand, Mansfield & Newark (C. & O.):     |             |       |                   |                |         |        | Summit Branch:                        |           |       |                   |               |         |        |
| 1st Mortgage guaranteed.....            | 2,525,000   | 7     | Jan. & July.      | New York.      | 1909    | ....   | 1st Mortgage.....                     | 174,000   | 6     | Jan. & July.      | Philadelphia. | 1875    | 90 1/2 |
| San Fran., Oakland & Alameda:           |             |       |                   |                |         |        | Sunbury and Lewiston:                 |           |       |                   |               |         |        |
| 1st Mortgage gold.....                  | 1,500,000   | 8*    | Jan. & July.      | New York.      | ....    | ....   | 1st Mortgage gold.....                | 1,200,000 | 7*    | April & Oct.      | Philadelphia. | 1890    | 50     |
| Saratoga & Whitehall (R. & S.):         |             |       |                   |                |         |        | Superior and St. Croix:               |           |       |                   |               |         |        |
| 1st Mortgage, guaranteed.....           | 400,000     | 7     | March & Sept.     | New York.      | 1886    | ....   | 1st Mortgage, \$16,000 p. m.....      | .....     | 8     | "                 | "             | "       | "      |
| Savannah and Charleston:                |             |       |                   |                |         |        | Superior and Northwestern:            |           |       |                   |               |         |        |
| 1st Mortgage (Sav. & Char.) bonds       | 800,000     | 7     | Jan. & July.      | New York.      | 1889    | ....   | 1st Mortgage, \$16,000.....           | .....     | 8     | "                 | "             | "       | "      |
| State guaranteed (C. & S.) bonds.       | 505,000     | 6     | May & Nov.        | Charleston.    | 1870    | ....   | Suspens. Brid. & Erie June (Erie):    |           |       |                   |               |         |        |
| Funded Interest bonds.....              | 157,400     | 7     | " "               | "              | 1889    | ....   | 1st Mortgage.....                     | 1,000,000 | 7     | "                 | New York.     | ....    | ....   |
| Savannah, Griffin & North Ala.:         |             |       |                   |                |         |        | Sussex (N. J.):                       |           |       |                   |               |         |        |
| 1st Mortgage for \$500,000 guar....     | 162,000     | 7     | Jan. & July.      | Macon.         | 1891    | ....   | 1st Mortgage.....                     | 200,000   | 7     | April & Oct.      | Sussex.       | 1873    | ....   |
| Savannah and Memphis:                   |             |       |                   |                |         |        | Swedesboro (W. Jer.):                 |           |       |                   |               |         |        |
| 1st Mortgage gold, endor.....           | 16,000pm    | 8*    | May & Nov.        | New York.      | 1890    | ....   | 1st Mortgage, guaranteed.....         | 188,500   | 6     | Jan. & July.      | Camden.       | ....    | ....   |
| Schenectady & Susq. (D. & H. Can.):     |             |       |                   |                |         |        | Syracuse, Bing. & N. Y. (D. L. & W.): |           |       |                   |               |         |        |
| 1st Mortgage gold, tax free.....        | 300,000     | 7*    | Jan. & July.      | New York.      | 1900    | ....   | 1st Mortgage.....                     | 1,400,000 | 7     | April & Oct.      | New York.     | 1879    | ....   |
| Seaboard and Roanoke:                   |             |       |                   |                |         |        | 2d Mortgage.....                      | 270,000   | 7     | June & Dec.       | "             | 1887    | ....   |
| 1st Mortgage.....                       | 210,000     | 7     | Jan. & July.      | New York.      | 1890    | 100    | Syracuse and Chenango Valley:         |           |       |                   |               |         |        |
| Selma and Gulf:                         |             |       |                   |                |         |        | 1st Mort. gold, for \$500,000.....    | .....     | 7*    | Feb. & Aug.       | New York.     | 1891    | ....   |
| 1st M. (guar. by Ala.) \$16,000pm.      | .....       | 8*    | April & Oct.      | New York.      | 1890    | ....   | Tebo and Neosho (M. K. C. & T.):      |           |       |                   |               |         |        |
| Selma, Marion and Memphis:              |             |       |                   |                |         |        | 1st Mortgage gold, skg fund....       | 1,163,000 | 7*    | June & Dec.       | New York.     | 1903    | ....   |
| 1st M. gold gr. by Ala. \$16,000pm.     | .....       | 8*    | March & Sept.     | New York.      | 1889    | ....   | Terre Haute & Indianapolis:           |           |       |                   |               |         |        |
| Selma, Rome and Dalton:                 |             |       |                   |                |         |        | 1st Mortgage.....                     | 800,000   | 7     | April & Oct.      | New York.     | 1897    | ....   |
| 1st Mortgage, tax free.....             | 5,000,000   | 7     | April & Oct.      | New York.      | 1887    | ....   | Tioga:                                |           |       |                   |               |         |        |
| 2d Mortgage.....                        | 4,000,000   | 7     | Jan. & July.      | "              | 1890    | ....   | 1st Mortgage.....                     | 243,000   | 7     | May & Nov.        | New York.     | 1872    | ....   |
| Equipment Mortgage.....                 | 230,000     | 10    | " "               | "              | 1881    | ....   | Toledo, Peoria and Warsaw:            |           |       |                   |               |         |        |
| Shamokin Valley & Pottaw. (N. C.):      |             |       |                   |                |         |        | 1st Mortgage (E. Div.) 110 m....      | 1,600,000 | 7     | June & Dec.       | New York.     | 1894    | 85     |
| 1st Mortgage, guaranteed.....           | 700,000     | 7     | Feb. & Aug.       | Philadelphia.  | 1872    | 92     | 1st Mortgage (W. Div.) 117 m....      | 1,800,000 | 7     | Feb. & Aug.       | "             | 1896    | 83     |
| Shenandoah and Fond du Lac:             |             |       |                   |                |         |        | 2d Mortgage (W. Div.) 117 m....       | 1,300,000 | 7     | April & Oct.      | "             | 1886    | 67     |
| 1st Mortgage.....                       | 729,000     | 7     | June & Dec.       | New York.      | 1884    | ....   | Equipment Mort. sinking fund....      | 94,000    | 8     | Jan. & July.      | "             | 1879    | ....   |
| 1st Mortgage extension.....             | 694,000     | 6     | April & Oct.      | "              | 1896    | ....   | Consol. Mort. 227 m. \$6,500,000.     | 1,406,000 | 7     | May & Nov.        | "             | 1910    | ....   |
| Shenango and Allegheny:                 |             |       |                   |                |         |        | 1st Mortgage (Burl. Br.) 19 m....     | 250,000   | 7     | June & Dec.       | "             | 1910    | ....   |
| 1st Mortgage for \$1,000,000.....       | 628,000     | 7     | April & Oct.      | New York.      | 1889    | ....   | Tom's River & Watert. (N. J. So.):    |           |       |                   |               |         |        |
| Shepang Valley (Ct.):                   |             |       |                   |                |         |        | 1st Mortgage guaranteed.....          | 80,800    | 7     | "                 | New York.     | 1888    | ....   |
| 1st Mortgage.....                       | 350,000     | 7     | April & Oct.      | New York.      | 1891    | ....   | Troy & Bennington (T. & ):            |           |       |                   |               |         |        |
| Shore Line (N. Y. & N. H.):             |             |       |                   |                |         |        | 1st Mortgage skg fund, var....        | 100,000   | 7     | Jan. & July.      | Troy.         | 1878    | ....   |
| 1st Mortgage construction.....          | 200,000     | 7     | March & Sept.     | Boston.        | 1880    | ....   | Troy and Boston:                      |           |       |                   |               |         |        |
| Sioux City and St. Paul:                |             |       |                   |                |         |        | 1st Mortgage.....                     | 300,000   | 7     | Jan. & July.      | New York.     | 1887    | ....   |
| 1st Mortgage.....                       | 700,000     | 8     | May & Nov.        | New York.      | 1901    | ....   | 2d Mortgage.....                      | 300,000   | 7     | April & Oct.      | "             | 1885    | ....   |
| Land Grant Mortgage gold.....           | 500,000     | 7*    | Jan. & July.      | "              | ....    | ....   | 3d Mortgage.....                      | 650,000   | 7     | May & Nov.        | "             | 1875    | ....   |
|   |             |       |                   |                |         |        | Convertible Bonds.....                | 648,000   | 7     | "                 | "             | 1882    | ....   |

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds.   | Amount.    | Rate  | Interest Payable. |               | Due.    | Price. | Description of Bonds.                | Amount.   | Rate  | Interest Payable. |               | Due. | Price.  |
|---|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-----------|-------|-------------------|---------------|------|---------|
|   |            |       | When.             | Where.        |         |        |                                      |           |       | When.             | Where.        |      |         |
| Toledo, Wabash and Western:   |            |       |                   |               |         |        | Western Maryland:                    |           |       |                   |               |      |         |
| 1st Mort. (Tol. & Ill. 75 m.)....   | \$900,000  | 7     | Feb. & Aug.       | New York.     | 1890    | 96     | 1st Mortgage.....                    | \$400,000 | 6     | Jan. & July.      | Baltimore.    | 1890 | 72 1/2  |
| 1st M.(L.Erie, W. & St.L. 167 m.)....   | 2,600,000  | 7     | " " "             | " " "         | 1890    | 92 1/2 | 1st Mort. endor. by Balt.....        | 200,000   | 6     | " " "             | " " "         | 1890 | 95      |
| 1st M.(Gt. W.Rwy of '69, 181m.)....   | 2,500,000  | 7     | Feb. & Aug.       | " " "         | 1898    | 92 1/2 | 2d Mort. ....                        | 300,000   | 6     | " " "             | " " "         | 1890 | 92 1/2  |
| 1st Mort. (Quincy & Tol 34 m.)....  | 500,000    | 7     | May & Nov.        | " " "         | 1890    | 88     | 2d Mort. endor. by Wash. Co..        | 300,000   | 6     | " " "             | " " "         | 1890 | 80      |
| 1st Mort. (Ill. & So. Iowa 42 m.)....   | 300,000    | 7     | Feb. & Aug.       | " " "         | 1882    | 90 1/2 | 2d Mortgage preferred.....           | 600,000   | 6     | " " "             | " " "         | 1895 | 61      |
| 2d Mort. (Tol. & Wabash 75 m.)....  | 1,000,000  | 7     | May & Nov.        | " " "         | 1878    | "      | 3d Mortgage endor. by Balt.....      | 875,000   | 6     | " " "             | " " "         | 1900 | 96 1/2  |
| 2d Mort. (T. Wab. & Wt. 167 m.)....   | 1,500,000  | 7     | " " "             | " " "         | 1871    | 91     | Western Pacific (Cen. Pac.):         |           |       |                   |               |      |         |
| 2d M. (Gt. W.Rwy of '69, 181m.)....   | 2,600,000  | 7     | " " "             | " " "         | 1893    | 83 1/2 | 1st Mortgage assumed, gold....       | 2,735,000 | 6 1/2 | Jan. & July.      | New York.     | 1899 | 87      |
| Equipment (Tol. & Wab. 75m.)....  | 600,000    | 7     | " " "             | " " "         | 1883    | 78     | Western Pennsylvania (Penn.):        |           |       |                   |               |      |         |
| Consol. Mortgage (500 m.)....   | 2,700,000  | 7     | F. M. A. & N.     | " " "         | 1907    | 71     | 1st Mortgage (main line 67 m.)..     | 800,000   | 6     | April & Oct.      | Philadelphia. | 1893 | 80      |
| 1st M. (Dec. & East St. L. 109m.)....   | 2,700,000  | 7     | " " "             | " " "         | 1900    | 86 1/2 | 1st Mortgage (Pittsb. Br. 23 m.)     | 1,000,000 | 6     | Jan. & July.      | " " "         | 1896 | "       |
| Consol. 2d mort. (500 m.) gold....  | 5,000,000  | 7 1/2 | Feb. & Aug.       | " " "         | 1893    | "      | Western Union (M. & S. P.):          |           |       |                   |               |      |         |
| Troy, Salem & Rutland(R. & Sar.):   |            |       |                   |               |         |        | 1st Mortgage for \$5,000,000 .....   | 3,275,000 | 7     | Jan. & July.      | New York.     | 1896 | "       |
| 1st Mortgage, guaranteed.....   | 500,000    | 7     | May & Nov.        | New York.     | 1890    | "      | West Jersey:                         |           |       |                   |               |      |         |
| Troy Union (and Depot):   |            |       |                   |               |         |        | Loan of Mar. 1, 1863, gr. by C. & A. | 400,000   | 6     | March & Sept.     | Camden.       | 1883 | 82 1/2  |
| 1st Mortgage, guaranteed.....   | 500,000    | 6     | Jan. & July.      | New York.     | 1873    | "      | 1st Mortgage, Jan. 1, 1868.....      | 1,000,000 | 6     | Jan. & July.      | " " "         | 1896 | 96 1/2  |
| 2d Mortgage, guaranteed.....  | 180,000    | 6     | " " "             | " " "         | 1878    | "      | Consolidated mort. Apr. 1, 1869.     | 998,000   | 7     | April & Oct.      | " " "         | 1899 | 104 1/2 |
| Tuckerton:  |            |       |                   |               |         |        | West Wisconsin:                      |           |       |                   |               |      |         |
| 1st Mortgage.....   | 400,000    | 7 1/2 | April & Oct.      | Philadelphia. | 1901    | "      | 1st Mort. land gr., gold skg fund    | 4,000,000 | 7 1/2 | Jan. & July.      | N.Y. or Lond. | 1896 | 84 1/2  |
| Union Pacific:  |            |       |                   |               |         |        | Whitehall & Plattsburg (M. & P.):    |           |       |                   |               |      |         |
| 1st Mortgage gold, tax free.....  | 27,237,000 | 6 1/2 | Jan. & July.      | N. Y. & Bost. | '96-'99 | 86 1/2 | 1st Mortgage.....                    | 250,000   | 6     | Jan. & July.      | Philadelphia. | 1888 | "       |
| 2d Mortgage (Gov. subsidy).....   | 27,236,000 | 6 1/2 | " " "             | " " "         | '96-'99 | "      | Wicomico and Pocomoke:               |           |       |                   |               |      |         |
| 1st Mort. Land Grant.....   | 9,193,000  | 7     | April & Oct.      | " " "         | 1889    | 80     | 1st Mortgage.....                    | 200,000   | 7     | Jan. & July.      | New York.     | 1873 | "       |
| Income Mortgage.....  | 10,000,000 | 10    | March & Sept.     | " " "         | 1874    | 86 1/2 | Williamston and Tarboro':            |           |       |                   |               |      |         |
| Omaha Bridge B'ds, etc \$250,000  | 2,500,000  | 5 1/2 | April & Oct.      | London.       | 1896    | "      | 1st Mortgage.....                    | 350,000   | 8     | May & Nov.        | New York.     | 1900 | "       |
| Union Pacific (Central Div.):   |            |       |                   |               |         |        | Wilmington, Colum. & Augusta:        |           |       |                   |               |      |         |
| 1st Mortgage gold, tax free.....  | 1,600,000  | 6 1/2 | May & Nov.        | New York.     | 1895    | "      | 1st Mortgage.....                    | 3,200,000 | 7     | June & Dec.       | Baltimore.    | 1900 | 68      |
| 2d Mortgage (Gov. subsidy).....   | 1,600,000  | 6     | Jan. & July.      | " " "         | '96-7-8 | "      | Wilm., Charlotte & Rutherford:       |           |       |                   |               |      |         |
| Union Pacific, S. Br. (M.K. & T.):  |            |       |                   |               |         |        | 1st mortgage.....                    | 1,500,000 | 8     | Jan. & July.      | New York.     | 1897 | "       |
| 1st Mortgage gold, skg fund.....  | 3,595,000  | 6 1/2 | Jan. & July.      | New York.     | 1899    | "      | 1st Mortgage, endor. by N. Car..     | 1,000,000 | 8     | " " "             | " " "         | 1897 | "       |
| Union & Titusville(O.C. & A.Riv.):  |            |       |                   |               |         |        | Wilmington and Reading:              |           |       |                   |               |      |         |
| 1st Mortgage.....   | 500,000    | 7     | Jan. & July.      | New York.     | 1890    | "      | 1st Mortgage.....                    | 1,250,000 | 7     | April & Oct.      | Philadelphia. | 1900 | 86 1/2  |
| United Companies of New Jer.:   |            |       |                   |               |         |        | 2d Mortgage coupon or regis....      | 723,600   | 7     | Jan. & July.      | " " "         | 1902 | 79      |
| Sinking Fund sterling \$262,000.  | 1,268,080  | 6 1/2 | Jan. & July.      | London.       | 1880    | "      | Wilmington and Weldon:               |           |       |                   |               |      |         |
| Loan of 1875 (Joint Companies)  | 675,000    | 6 1/2 | April & Oct.      | Philadelphia. | 1875    | 100    | Sterling Bonds.....                  | 648,700   | 6 1/2 | Jan. & July.      | London.       | 1881 | "       |
| Loan of 1875 (New Jersey Co.)   | 300,000    | 6     | Feb. & Aug.       | New York.     | 1875    | "      | Currency Bonds.....                  | 221,400   | 7     | May & Nov.        | " " "         | 1882 | "       |
| Loan of 1883 (" |            |       |                   |               |         |        |                                      |           |       |                   |               |      |         |

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Ab asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

| Years Ending   | Railroad |          |            | Rolling Stock |    |    | Property and Assets |     |    | Liabilities |            |     |    | Railroad Operated |            | Operations |       |             | Earnings      |        | Dividends |            | Market     |      |
|----------------|----------|----------|------------|---------------|----|----|---------------------|-----|----|-------------|------------|-----|----|-------------------|------------|------------|-------|-------------|---------------|--------|-----------|------------|------------|------|
|                | M.       | M.       | M.         | M.            | M. | M. | M.                  | M.  | M. | M.          | M.         | M.  | M. | M.                | M.         | M.         | Tons. | Passengers. | Trains Moved. | Gross. | Net.      | Per Share. | Par.       | P.C. |
|                |          |          |            |               |    |    |                     |     |    |             |            |     |    |                   |            |            |       |             |               |        |           |            |            |      |
| Sept. 30, 1871 | 60.2     | 21,131.0 | 2,728,692  | 106           | 4  | 3  | 2,728,692           | 106 | 4  | 3           | 2,728,692  | 106 | 4  | 3                 | 2,728,692  | 106        | 4     | 3           | 2,728,692     | 106    | 4         | 3          | 2,728,692  | 106  |
| May 31, 1872   | 296.0    | 14.8     | 10,500,000 | 400           | 5  | 2  | 10,500,000          | 400 | 5  | 2           | 10,500,000 | 400 | 5  | 2                 | 10,500,000 | 400        | 5     | 2           | 10,500,000    | 400    | 5         | 2          | 10,500,000 | 400  |
| Dec. 31, 1872  | 296.0    | 14.8     | 10,500,000 | 400           | 5  | 2  | 10,500,000          | 400 | 5  | 2           | 10,500,000 | 400 | 5  | 2                 | 10,500,000 | 400        | 5     | 2           | 10,500,000    | 400    | 5         | 2          | 10,500,000 | 400  |
| Sept. 30, 1872 | 142.0    | 87.1     | 8,600,000  | 249           | 12 | 1  | 8,600,000           | 249 | 12 | 1           | 8,600,000  | 249 | 12 | 1                 | 8,600,000  | 249        | 12    | 1           | 8,600,000     | 249    | 12        | 1          | 8,600,000  | 249  |
| Sept. 30, 1872 | 142.0    | 87.1     | 8,600,000  | 249           | 12 | 1  | 8,600,000           | 249 | 12 | 1           | 8,600,000  | 249 | 12 | 1                 | 8,600,000  | 249        | 12    | 1           | 8,600,000     | 249    | 12        | 1          | 8,600,000  | 249  |
| Jan. 31, 1873  | 182.0    | 44.9     | 112.0      | 2             | 4  | 1  | 112.0               | 2   | 4  | 1           | 112.0      | 2   | 4  | 1                 | 112.0      | 2          | 4     | 1           | 112.0         | 2      | 4         | 1          | 112.0      | 2    |
| Nov. 30, 1872  | 35.8     | 1.6      | 445,000    | 43            | 10 | 2  | 445,000             | 43  | 10 | 2           | 445,000    | 43  | 10 | 2                 | 445,000    | 43         | 10    | 2           | 445,000       | 43     | 10        | 2          | 445,000    | 43   |
| Dec. 31, 1872  | 20.5     | 2.0      | 28.0       | 2             | 10 | 2  | 28.0                | 2   | 10 | 2           | 28.0       | 2   | 10 | 2                 | 28.0       | 2          | 10    | 2           | 28.0          | 2      | 10        | 2          | 28.0       | 2    |
| Dec. 31, 1872  | 23.6     | 1.9      | 200.0      | 2             | 10 | 2  | 200.0               | 2   | 10 | 2           | 200.0      | 2   | 10 | 2                 | 200.0      | 2          | 10    | 2           | 200.0         | 2      | 10        | 2          | 200.0      | 2    |
| Mar. 31, 1873  | 23.6     | 1.9      | 200.0      | 2             | 10 | 2  | 200.0               | 2   | 10 | 2           | 200.0      | 2   | 10 | 2                 | 200.0      | 2          | 10    | 2           | 200.0         | 2      | 10        | 2          | 200.0      | 2    |
| Nov. 30, 1872  | 46.0     | 2.8      | 300.0      | 2             | 10 | 2  | 300.0               | 2   | 10 | 2           | 300.0      | 2   | 10 | 2                 | 300.0      | 2          | 10    | 2           | 300.0         | 2      | 10        | 2          | 300.0      | 2    |
| Sept. 30, 1872 | 30.4     | 0.9      | 8.9        | 2             | 10 | 2  | 8.9                 | 2   | 10 | 2           | 8.9        | 2   | 10 | 2                 | 8.9        | 2          | 10    | 2           | 8.9           | 2      | 10        | 2          | 8.9        | 2    |
| June 30, 1872  | 86.7     | 8.2      | 149.4      | 2             | 10 | 2  | 149.4               | 2   | 10 | 2           | 149.4      | 2   | 10 | 2                 | 149.4      | 2          | 10    | 2           | 149.4         | 2      | 10        | 2          | 149.4      | 2    |
| Sept. 30, 1872 | 387.3    | 16.3     | 168.0      | 2             | 10 | 2  | 168.0               | 2   | 10 | 2           | 168.0      | 2   | 10 | 2                 | 168.0      | 2          | 10    | 2           | 168.0         | 2      | 10        | 2          | 168.0      | 2    |
| Dec. 31, 1872  | 237.0    | 11.0     | 100.0      | 2             | 10 | 2  | 100.0               | 2   | 10 | 2           | 100.0      | 2   | 10 | 2                 | 100.0      | 2          | 10    | 2           | 100.0         | 2      | 10        | 2          | 100.0      | 2    |
| Sept. 30, 1872 | 408.0    | 20.0     | 31.0       | 2             | 10 | 2  | 31.0                | 2   | 10 | 2           | 31.0       | 2   | 10 | 2                 | 31.0       | 2          | 10    | 2           | 31.0          | 2      | 10        | 2          | 31.0       | 2    |
| May 31, 1872   | 95.0     | 4.8      | 200.0      | 2             | 10 | 2  | 200.0               | 2   | 10 | 2           | 200.0      | 2   | 10 | 2                 | 200.0      | 2          | 10    | 2           | 200.0         | 2      | 10        | 2          | 200.0      | 2    |
| Dec. 31, 1872  | 364.0    | 1.6      | 16.2       | 2             | 10 | 2  | 16.2                | 2   | 10 | 2           | 16.2       | 2   | 10 | 2                 | 16.2       | 2          | 10    | 2           | 16.2          | 2      | 10        | 2          | 16.2       | 2    |
| Dec. 31, 1872  | 48.0     | 2.7      | 192.200    | 2             | 10 | 2  | 192.200             | 2   | 10 | 2           | 192.200    | 2   | 10 | 2                 | 192.200    | 2          | 10    | 2           | 192.200       | 2      | 10        | 2          | 192.200    | 2    |
| Nov. 30, 1872  | 63.0     | 0.9      | 245,000    | 2             | 10 | 2  | 245,000             | 2   | 10 | 2           | 245,000    | 2   | 10 | 2                 | 245,000    | 2          | 10    | 2           | 245,000       | 2      | 10        | 2          | 245,000    | 2    |
| Sept. 30, 1872 | 19.1     | 4.1      | 1,050,000  | 2             | 10 | 2  | 1,050,000           | 2   | 10 | 2           | 1,050,000  | 2   | 10 | 2                 | 1,050,000  | 2          | 10    | 2           | 1,050,000     | 2      | 10        | 2          | 1,050,000  | 2    |
| Sept. 30, 1872 | 67.3     | 2.0      | 802.7      | 2             | 10 | 2  | 802.7               | 2   | 10 | 2           | 802.7      | 2   | 10 | 2                 | 802.7      | 2          | 10    | 2           | 802.7         | 2      | 10        | 2          | 802.7      | 2    |
| Sept. 30, 1872 | 80.0     | 3.9      | 1,650,000  | 2             | 10 | 2  | 1,650,000           | 2   | 10 | 2           | 1,650,000  | 2   | 10 | 2                 | 1,650,000  | 2          | 10    | 2           | 1,650,000     | 2      | 10        | 2          | 1,650,000  | 2    |
| Sept. 30, 1872 | 83.6     | 2.9      | 10,000,000 | 2             | 10 | 2  | 10,000,000          | 2   | 10 | 2           | 10,000,000 | 2   | 10 | 2                 | 10,000,000 | 2          | 10    | 2           | 10,000,000    | 2      | 10        | 2          | 10,000,000 | 2    |
| Dec. 31, 1872  | 82.4     | 6.7      | 3,876,842  | 2             | 10 | 2  | 3,876,842           | 2   | 10 | 2           | 3,876,842  | 2   | 10 | 2                 | 3,876,842  | 2          | 10    | 2           | 3,876,842     | 2      | 10        | 2          | 3,876,842  | 2    |
| Dec. 31, 1872  | 82.4     | 6.7      | 3,876,842  | 2             | 10 | 2  | 3,876,842           | 2   | 10 | 2           | 3,876,842  | 2   | 10 | 2                 | 3,876,842  | 2          | 10    | 2           | 3,876,842     | 2      | 10        | 2          | 3,876,842  | 2    |
| Sept. 30, 1872 | 22.0     | 2.0      | 582,346    | 2             | 10 | 2  | 582,346             | 2   | 10 | 2           | 582,346    | 2   | 10 | 2                 | 582,346    | 2          | 10    | 2           | 582,346       | 2      | 10        | 2          | 582,346    | 2    |
| Sept. 30, 1872 | 15.6     | 45.0     | 316.8      | 2             | 10 | 2  | 316.8               | 2   | 10 | 2           | 316.8      | 2   | 10 | 2                 | 316.8      | 2          | 10    | 2           | 316.8         | 2      | 10        | 2          | 316.8      | 2    |
| Sept. 30, 1872 | 25.2     | 2.0      | 0.8        | 2             | 10 | 2  | 0.8                 | 2   | 10 | 2           | 0.8        | 2   | 10 | 2                 | 0.8        | 2          | 10    | 2           | 0.8           | 2      | 10        | 2          | 0.8        | 2    |
| Sept. 30, 1872 | 42.9     | 9.0      | 1,430,328  | 2             | 10 | 2  | 1,430,328           | 2   | 10 | 2           | 1,430,328  | 2   | 10 | 2                 | 1,430,328  | 2          | 10    | 2           | 1,430,328     | 2      | 10        | 2          | 1,430,328  | 2    |
| Mar. 31, 1873  | 93.5     | 12.8     | 2,850,000  | 2             | 10 | 2  | 2,850,000           | 2   | 10 | 2           | 2,850,000  | 2   | 10 | 2                 | 2,850,000  | 2          | 10    | 2           | 2,850,000     | 2      | 10        | 2          | 2,850,000  | 2    |
| Sept. 30, 1872 | 26.8     | 10.0     | 8.5        | 2             | 10 | 2  | 8.5                 | 2   | 10 | 2           | 8.5        | 2   | 10 | 2                 | 8.5        | 2          | 10    | 2           | 8.5           | 2      | 10        | 2          | 8.5        | 2    |
| Sept. 30, 1872 | 26.8     | 10.0     | 8.5        | 2             | 10 | 2  | 8.5                 | 2   | 10 | 2           | 8.5        | 2   | 10 | 2                 | 8.5        | 2          | 10    | 2           | 8.5           | 2      | 10        | 2          | 8.5        | 2    |
| Sept. 30, 1872 | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           | 14.0          | 2      | 10        | 2          | 14.0       | 2    |
| Dec. 31, 1872  | 44.0     | 12.0     | 14.0       | 2             | 10 | 2  | 14.0                | 2   | 10 | 2           | 14.0       | 2   | 10 | 2                 | 14.0       | 2          | 10    | 2           |               |        |           |            |            |      |

| Sept. 30, 1872 |  | 1871 |  | 1870 |  | 1869 |  | 1868 |  | 1867 |  | 1866 |  | 1865 |  | 1864 |  | 1863 |  | 1862 |  | 1861 |  | 1860 |  | 1859 |  | 1858 |  | 1857 |  | 1856 |  | 1855 |  | 1854 |  | 1853 |  | 1852 |  | 1851 |  | 1850 |  | 1849 |  | 1848 |  | 1847 |  | 1846 |  | 1845 |  | 1844 |  | 1843 |  | 1842 |  | 1841 |  | 1840 |  | 1839 |  | 1838 |  | 1837 |  | 1836 |  | 1835 |  | 1834 |  | 1833 |  | 1832 |  | 1831 |  | 1830 |  | 1829 |  | 1828 |  | 1827 |  | 1826 |  | 1825 |  | 1824 |  | 1823 |  | 1822 |  | 1821 |  | 1820 |  | 1819 |  | 1818 |  | 1817 |  | 1816 |  | 1815 |  | 1814 |  | 1813 |  | 1812 |  | 1811 |  | 1810 |  | 1809 |  | 1808 |  | 1807 |  | 1806 |  | 1805 |  | 1804 |  | 1803 |  | 1802 |  | 1801 |  | 1800 |  | 1799 |  | 1798 |  | 1797 |  | 1796 |  | 1795 |  | 1794 |  | 1793 |  | 1792 |  | 1791 |  | 1790 |  | 1789 |  | 1788 |  | 1787 |  | 1786 |  | 1785 |  | 1784 |  | 1783 |  | 1782 |  | 1781 |  | 1780 |  | 1779 |  | 1778 |  | 1777 |  | 1776 |  | 1775 |  | 1774 |  | 1773 |  | 1772 |  | 1771 |  | 1770 |  | 1769 |  | 1768 |  | 1767 |  | 1766 |  | 1765 |  | 1764 |  | 1763 |  | 1762 |  | 1761 |  | 1760 |  | 1759 |  | 1758 |  | 1757 |  | 1756 |  | 1755 |  | 1754 |  | 1753 |  | 1752 |  | 1751 |  | 1750 |  | 1749 |  | 1748 |  | 1747 |  | 1746 |  | 1745 |  | 1744 |  | 1743 |  | 1742 |  | 1741 |  | 1740 |  | 1739 |  | 1738 |  | 1737 |  | 1736 |  | 1735 |  | 1734 |  | 1733 |  | 1732 |  | 1731 |  | 1730 |  | 1729 |  | 1728 |  | 1727 |  | 1726 |  | 1725 |  | 1724 |  | 1723 |  | 1722 |  | 1721 |  | 1720 |  | 1719 |  | 1718 |  | 1717 |  | 1716 |  | 1715 |  | 1714 |  | 1713 |  | 1712 |  | 1711 |  | 1710 |  | 1709 |  | 1708 |  | 1707 |  | 1706 |  | 1705 |  | 1704 |  | 1703 |  | 1702 |  | 1701 |  | 1700 |  | 1699 |  | 1698 |  | 1697 |  | 1696 |  | 1695 |  | 1694 |  | 1693 |  | 1692 |  | 1691 |  | 1690 |  | 1689 |  | 1688 |  | 1687 |  | 1686 |  | 1685 |  | 1684 |  | 1683 |  | 1682 |  | 1681 |  | 1680 |  | 1679 |  | 1678 |  | 1677 |  | 1676 |  | 1675 |  | 1674 |  | 1673 |  | 1672 |  | 1671 |  | 1670 |  | 1669 |  | 1668 |  | 1667 |  | 1666 |  | 1665 |  | 1664 |  | 1663 |  | 1662 |  | 1661 |  | 1660 |  | 1659 |  | 1658 |  | 1657 |  | 1656 |  | 1655 |  | 1654 |  | 1653 |  | 1652 |  | 1651 |  | 1650 |  | 1649 |  | 1648 |  | 1647 |  | 1646 |  | 1645 |  | 1644 |  | 1643 |  | 1642 |  | 1641 |  | 1640 |  | 1639 |  | 1638 |  | 1637 |  | 1636 |  | 1635 |  | 1634 |  | 1633 |  | 1632 |  | 1631 |  | 1630 |  | 1629 |  | 1628 |  | 1627 |  | 1626 |  | 1625 |  | 1624 |  | 1623 |  | 1622 |  | 1621 |  | 1620 |  | 1619 |  | 1618 |  | 1617 |  | 1616 |  | 1615 |  | 1614 |  | 1613 |  | 1612 |  | 1611 |  | 1610 |  | 1609 |  | 1608 |  | 1607 |  | 1606 |  | 1605 |  | 1604 |  | 1603 |  | 1602 |  | 1601 |  | 1600 |  | 1599 |  | 1598 |  | 1597 |  | 1596 |  | 1595 |  | 1594 |  | 1593 |  | 1592 |  | 1591 |  | 1590 |  | 1589 |  | 1588 |  | 1587 |  | 1586 |  | 1585 |  | 1584 |  | 1583 |  | 1582 |  | 1581 |  | 1580 |  | 1579 |  | 1578 |  | 1577 |  | 1576 |  | 1575 |  | 1574 |  | 1573 |  | 1572 |  | 1571 |  | 1570 |  | 1569 |  | 1568 |  | 1567 |  | 1566 |  | 1565 |  | 1564 |  | 1563 |  | 1562 |  | 1561 |  | 1560 |  | 1559 |  | 1558 |  | 1557 |  | 1556 |  | 1555 |  | 1554 |  | 1553 |  | 1552 |  | 1551 |  | 1550 |  | 1549 |  | 1548 |  | 1547 |  | 1546 |  | 1545 |  | 1544 |  | 1543 |  | 1542 |  | 1541 |  | 1540 |  | 1539 |  | 1538 |  | 1537 |  | 1536 |  | 1535 |  | 1534 |  | 1533 |  | 1532 |  | 1531 |  | 1530 |  | 1529 |  | 1528 |  | 1527 |  | 1526 |  | 1525 |  | 1524 |  | 1523 |  | 1522 |  | 1521 |  | 1520 |  | 1519 |  | 1518 |  | 1517 |  | 1516 |  | 1515 |  | 1514 |  | 1513 |  | 1512 |  | 1511 |  | 1510 |  | 1509 |  | 1508 |  | 1507 |  | 1506 |  | 1505 |  | 1504 |  | 1503 |  | 1502 |  | 1501 |  | 1500 |  | 1499 |  | 1498 |  | 1497 |  | 1496 |  | 1495 |  | 1494 |  | 1493 |  | 1492 |  | 1491 |  | 1490 |  | 1489 |  | 1488 |  | 1487 |  | 1486 |  | 1485 |  | 1484 |  | 1483 |  | 1482 |  | 1481 |  | 1480 |  | 1479 |  | 1478 |  | 1477 |  | 1476 |  | 1475 |  | 1474 |  | 1473 |  | 1472 |  | 1471 |  | 1470 |  | 1469 |  | 1468 |  | 1467 |  | 1466 |  | 1465 |  | 1464 |  | 1463 |  | 1462 |  | 1461 |  | 1460 |  | 1459 |  | 1458 |  | 1457 |  | 1456 |  | 1455 |  | 1454 |  | 1453 |  | 1452 |  | 1451 |  | 1450 |  | 1449 |  | 1448 |  | 1447 |  | 1446 |  | 1445 |  | 1444 |  | 1443 |  | 1442 |  | 1441 |  | 1440 |  | 1439 |  | 1438 |  | 1437 |  | 1436 |  | 1435 |  | 1434 |  | 1433 |  | 1432 |  | 1431 |  | 1430 |  | 1429 |  | 1428 |  | 1427 |  | 1426 |  | 1425 |  | 1424 |  | 1423 |  | 1422 |  | 1421 |  | 1420 |  | 1419 |  | 1418 |
|----------------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|--|------|
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## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

4th Series: (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

| Year ending    | Railroad                        | Rolling Stock |       |         | Compulsor. | Property and Assets |               |           |                   | Liabilities |           |           |                | Operations        |              |            | Earnings |           | Value of Shares |           |        |  |
|----------------|---------------------------------|---------------|-------|---------|------------|---------------------|---------------|-----------|-------------------|-------------|-----------|-----------|----------------|-------------------|--------------|------------|----------|-----------|-----------------|-----------|--------|--|
|                |                                 | Engines       | Pass. | Freight |            | Railroad            | Rolling Stock | Assets    | Accounts and Cash | Stocks      | Bonds     | Accounts  | Surplus Income | Railroad Operated | Trains Moved | Passengers | Freight  | Gross     | Net             | Dividends | Market |  |
|                |                                 |               |       |         |            |                     |               |           |                   |             |           |           |                |                   |              |            |          |           |                 |           |        |  |
|                |                                 | M.            | M.    | M.      |            |                     |               |           |                   |             |           |           |                | M.                | M.           | Number     | Tons     | \$        | \$              | pc.       | \$     |  |
| Dec. 31, 1872  | At and Per Marquette            | 36            | 6     | 607     | Michigan   | 8,765,602           | 1,136,131     | 694,566   | 384,284           | 3,297,300   | 6,889,000 | 1,048,609 | 1,244,673      | 233.3             | 883,227      | 509,975    | 344,569  | 1,133,612 | 466,118         | 100       | 100    |  |
| Sept. 30, 1872 | Buffington and North Side       | 15            | 1     | 8       | New York   | 922,158             | 284,371       | 486,752   | 284,371           | 281,010     | 1,251,200 | 81,027    | 1,256,278      | 13.1              | 176,515      | 181,765    | 281,010  | 1,251,200 | 81,027          | 100       | 100    |  |
| Sept. 30, 1872 | Fonda, Johnston and Grovesville | 15            | 1     | 8       | N. Y.      | 486,752             | 284,371       | 486,752   | 284,371           | 281,010     | 1,251,200 | 81,027    | 1,256,278      | 13.1              | 176,515      | 181,765    | 281,010  | 1,251,200 | 81,027          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Jack & Saginaw           | 15            | 1     | 8       | Mich.      | 237,171             | 74,171        | 163,000   | 163,000           | 163,000     | 300,000   | 41,382    | 300,000        | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 | Wayne, Muncie and Chicago       | 15            | 1     | 8       | Ind.       | 1,500,000           | 2,000,000     | 2,000,000 | 2,000,000         | 2,000,000   | 2,000,000 | 41,382    | 2,000,000      | 10.0              | 35,066       | 99,890     | 25,897   | 78,023    | 38,198          | 100       | 100    |  |
| Sept. 30, 1872 |                                 |               |       |         |            |                     |               |           |                   |             |           |           |                |                   |              |            |          |           |                 |           |        |  |

|               |       |       |     |     |     |     |  |           |         |           |           |           |         |         |                               |                               |         |     |
|---------------|-------|-------|-----|-----|-----|-----|--|-----------|---------|-----------|-----------|-----------|---------|---------|-------------------------------|-------------------------------|---------|-----|
| Dec. 31, 1872 | 156.0 | 38.0  | 24  | 14  | 7   | 787 | Lake Superior and Mississippi..... Minn. | 7,891,200 | 42,017  | 101,145   | 5,125,000 | 7,422,000 | 491,692 | 121,278 | 211.0                         | (Leased by Northern Pacific.) | 171,001 | 100 |
| Dec. 31, 1872 | 17.4  | 1.1   | 20  | 14  | 9   | 788 | Lawrenceville, Atchison & N. Wm. Kansas. | 657,607   |         |           | 289,760   | 355,000   | 25,000  |         | 20.4                          | (Leased by Northern Pacific.) | 72,942  | 10  |
| Dec. 31, 1872 | 1.8   | 8.3   | 20  | 14  | 9   | 789 | Lawrenceville, Atchison & N. Wm. Kansas. | 1,200,000 |         |           | 600,000   | 600,000   |         |         | 84.356                        | (Leased by Northern Pacific.) | 294,441 | 60  |
| Dec. 31, 1872 | 14.0  | 222.5 | 151 | 44  | 23  | 790 | Lehigh Valley..... Penn. & Pa.           | 3,375,103 | 604,364 | 4,660,061 | 5,850,000 | 5,850,000 | 173,778 | 273,178 | 208.6                         | (Leased by Northern Pacific.) | 427,641 | 100 |
| Dec. 31, 1872 | 12.0  | 222.5 | 151 | 44  | 23  | 791 | Lehigh Valley..... Penn. & Pa.           | 3,375,103 | 604,364 | 4,660,061 | 5,850,000 | 5,850,000 | 173,778 | 273,178 | 208.6                         | (Leased by Northern Pacific.) | 427,641 | 100 |
| Dec. 31, 1872 | 60.0  | ...   | 63  | 40  | ... | 792 | Little Miami..... Ohio                   | 8,960,425 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 793 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 794 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 795 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 796 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 797 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 798 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 799 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 800 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 801 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 802 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 803 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 804 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 805 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 806 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 807 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 808 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |
| Dec. 31, 1872 | 10.0  | ...   | ... | ... | ... | 809 | Little Miami & Ft. Smith..... Ark.       | 1,416,188 |         |           | 6,394,400 | 2,560,000 |         | 197.0   | (Leased by Northern Pacific.) | 1,240,270                     | 100     |     |

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

For each stock occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

| Year ending    | Railroad |     |        | Rolling Stock |    |    | Property and Assets |    |    | Liabilities |    |    | Railroad Operated |    |    | Operations |    |    | Earnings |    |    | Market |    |  |
|----------------|----------|-----|--------|---------------|----|----|---------------------|----|----|-------------|----|----|-------------------|----|----|------------|----|----|----------|----|----|--------|----|--|
|                | M.       | M.  | M.     | M.            | M. | M. | M.                  | M. | M. | M.          | M. | M. | M.                | M. | M. | M.         | M. | M. | M.       | M. | M. | M.     | M. |  |
|                |          |     |        |               |    |    |                     |    |    |             |    |    |                   |    |    |            |    |    |          |    |    |        |    |  |
|                |          |     |        |               |    |    |                     |    |    |             |    |    |                   |    |    |            |    |    |          |    |    |        |    |  |
| Sept. 30, 1872 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1873 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1874 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1875 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1876 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1877 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1878 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1879 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1880 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1881 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1882 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1883 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1884 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1885 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1886 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1887 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1888 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1889 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1890 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1891 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1892 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1893 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1894 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1895 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1896 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1897 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1898 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1899 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1900 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1901 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1902 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1903 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1904 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1905 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1906 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1907 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1908 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1909 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1910 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1911 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1912 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1913 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1914 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1915 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1916 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1917 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1918 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1919 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1920 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1921 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1922 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1923 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1924 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1925 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1926 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1927 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1928 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1929 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1930 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1931 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1932 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1933 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1934 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1935 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1936 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1937 | 74.0     | 4.8 | 70.0   | 1             | 1  | 1  | 1                   | 1  | 1  | 1           | 1  | 1  | 1                 | 1  | 1  | 1          | 1  | 1  | 1        | 1  | 1  | 1      | 1  |  |
| Sept. 30, 1938 | 74.0     | 4.8 | 70.0</ |               |    |    |                     |    |    |             |    |    |                   |    |    |            |    |    |          |    |    |        |    |  |

|                |      |     |      |      |     |     |  |           |         |           |           |         |         |         |         |           |           |         |         |         |     |
|----------------|------|-----|------|------|-----|-----|--|-----------|---------|-----------|-----------|---------|---------|---------|---------|-----------|-----------|---------|---------|---------|-----|
| Sept. 30, 1872 | 43.4 | 1.0 | 44.1 | 271  | 291 | 919 | Providence and Worcester, R. I. & Mass.    | 1,500,636 | 125,566 | 107,851   | 2,000,000 | 500,000 | 224,612 | 84,019  | 47.6    | 167,586   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Nov. 30, 1872  | 13.6 |     | 2.0  | 1    | 3   | 11  | Providence, Warren and Bristol, R. I. & M. | 645,079   | 351,000 | 437,917   | 50,000    | 65,611  | 44,096  | 13.6    | 44,096  | 1,005,957 | 521,866   | 895,997 | 239,920 | 100     |     |
| Dec. 31, 1872  | 21.0 |     | 2.0  | 1    | 3   | 11  | Queen Anne and Kent Co., Md.               | 351,000   | 32,200  | 290,000   | 269,000   | 2,600   | 35,456  | 21.0    | 35,456  | 1,005,957 | 521,866   | 895,997 | 239,920 | 100     |     |
| Jan. 31, 1873  | 9.7  |     | 1.4  | 58.8 | 12  | 44  | Guincy, Alton and Kent Co., Md.            | 1,850,000 | 165,200 | 1,684,800 | 850,000   | 92,150  | 166,085 | 41.7    | 166,085 | 1,005,957 | 521,866   | 895,997 | 239,920 | 100     |     |
| Feb. 28, 1873  | 30.0 |     | 4.0  | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Mar. 31, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Apr. 30, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| May 31, 1873   | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| June 30, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| July 31, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Aug. 31, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Sept. 30, 1873 | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Oct. 31, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Nov. 30, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Dec. 31, 1873  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Jan. 31, 1874  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,920 | 100 |
| Feb. 28, 1874  | 44.0 |     | 11.0 | 60.0 | 4   | 3   | 46 Raleigh and Gaston, N. C.               | 1,500,000 | 105,938 | 876,000   | 600,000   | 880,000 | 92,150  | 166,085 | 41.7    | 166,085   | 1,005,957 | 521,866 | 895,997 | 239,    |     |

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

| COMPANIES.  | Amount of stock issued. | Rate. | Div. | Market Price. |
|---|-------------------------|-------|------|---------------|
| <b>RAILROAD STOCKS:</b>                                   |                         |       |      |               |
| Atlantic and Great Western, pref.                         | 10,000,000              | 7     | 100  | 100           |
| Atlantic, Mississippi and Ohio, pref.                     | 800,000                 | 7     | 100  | 100           |
| Atlantic, Mississippi and Ohio, guar.                     | 278,200                 | 7     | 100  | 100           |
| Atlantic and Pacific, preferred                           | 10,000,000              | 7     | 100  | 100           |
| Atlantic and St. Lawrence, guar.                          | 3,994,900               | 4     | 100  | 100           |
| Baltimore and Ohio, preferred                             | 3,552,800               | 6     | 100  | 100           |
| Berkshire, guaranteed                                     | 600,000                 | 7     | 100  | 100           |
| Blossburg and Corning, guaranteed                         | 250,000                 | 6     | 100  | 100           |
| Boston, Concord and Montreal, pref.                       | 800,000                 | 6     | 100  | 100           |
| Buffalo, New York and Erie, guar.                         | 950,000                 | 7     | 100  | 100           |
| Catawissa, pref. and guar.                                | 1,159,500               | 7     | 100  | 100           |
| Camden and Amboy, pref.                                   | 5,547,800               | 10    | 100  | 100           |
| Camden and Atlantic, preferred                            | 763,549                 | 7     | 100  | 100           |
| Cayuga and Susquehanna, guar.                             | 889,110                 | 9     | 100  | 100           |
| Cedar Rapids and Missouri River, preferred and guaranteed | 769,600                 | 7     | 100  | 100           |
| Central of New Jersey, guar.                              | 20,000,000              | 10    | 100  | 100           |
| Central Ohio, preferred                                   | 411,550                 | 6     | 100  | 100           |
| Chemung, guaranteed                                       | 390,000                 | 6     | 100  | 100           |
| Cheshire, preferred                                       | 2,153,200               | 7     | 100  | 100           |
| Chicago and Alton, preferred                              | 2,425,400               | 10    | 100  | 100           |
| Chicago and Nebraska, guar.                               | 3,916,800               | 8     | 100  | 100           |
| Chicago and North-Western, pref.                          | 21,289,563              | 7     | 100  | 100           |
| Cinc., Sand. and Cleveland, pref.                         | 429,000                 | 6     | 100  | 100           |
| Cleveland and Mahoning, guar.                             | 2,050,200               | 7     | 100  | 100           |
| Cleveland and Pittsburg, guar.                            | 11,230,150              | 7     | 100  | 100           |
| Cumberland Valley, 1st preferred                          | 241,900                 | 8     | 100  | 100           |
| " 2d preferred  | 243,000                 | 8     | 100  | 100           |
| Dayton and Michigan, pref. and guar.                      | 922,400                 | 8     | 100  | 100           |
| Delaware, guaranteed                                      | 1,315,390               | 6     | 100  | 100           |
| Detroit and Milwaukee pref. and guar.                     | 2,517,140               | 6     | 100  | 100           |
| Dubuque and Sioux City, guar.                             | 5,000,000               | 3     | 100  | 100           |
| Dubuque South-Western, pref.                              | 690,315                 | 8     | 100  | 100           |
| Eastern (N. H.), pref. and guar.                          | 492,500                 | 6     | 100  | 100           |
| Elmira, Jeff. and Canad., guar.                           | 500,000                 | 6     | 100  | 100           |
| Elmira & Williamsport, pref. and guar.                    | 500,000                 | 7     | 100  | 100           |
| " com. and guar.  | 500,000                 | 6     | 100  | 100           |
| Erie Railway, preferred                                   | 8,536,910               | 7     | 100  | 100           |
| Erie and Pittsburg, guar.                                 | 2,000,000               | 7     | 100  | 100           |
| Evansville and Crawfordville, pref.                       | 100,000                 | 7     | 100  | 100           |
| Hannibal and St. Joseph, pref.                            | 2,167,700               | 7     | 100  | 100           |
| Harrisburg and Lancaster, guar.                           | 1,182,550               | 7     | 100  | 100           |
| Housatonic, preferred                                     | 1,180,000               | 8     | 100  | 100           |
| Huntington & Broad Top Mtn, pref.                         | 190,750                 | 7     | 100  | 100           |
| Jeff. Mad. & Indianapolis, pref.                          | 2,000,000               | 7     | 100  | 100           |
| Joliet and Chicago, guar.                                 | 1,500,000               | 7     | 100  | 100           |
| Joliet and Northern Indiana, guar.                        | 300,000                 | 8     | 100  | 100           |
| Little Miami, Col. and Xenia, guar.                       | 6,394,450               | 8     | 100  | 100           |
| Louisv., Cincinnati and Lex. pref.                        | 851,000                 | 9     | 100  | 100           |
| Marletta and Cincinnati, 1st pref.                        | 3,101,650               | 6     | 100  | 100           |
| " 2d pref.  | 4,436,250               | 6     | 100  | 100           |
| Mich. Southern, (Lake Shore) guar.                        | 533,500                 | 10    | 100  | 100           |
| Mill Creek, guaranteed                                    | 323,375                 | 10    | 100  | 100           |
| Milwaukee and St. Paul, preferred                         | 10,825,777              | 7     | 100  | 100           |
| Mine Hill, guaranteed                                     | 3,856,450               | 8     | 100  | 100           |
| Montclair, guaranteed                                     | 2,000,000               | 7     | 100  | 100           |
| Morris and Essex, guar.                                   | 15,000,000              | 7     | 100  | 100           |
| Nequehoning Valley, guar.                                 | 2,000,000               | 10    | 100  | 100           |
| Newark and New York, guar.                                | 1,000,000               | 7     | 100  | 100           |
| Newcastle and Beaver Valley, guar.                        | 905,000                 | 10    | 100  | 100           |
| New Jersey, guaranteed                                    | 7,296,200               | 10    | 100  | 100           |
| New London Northern, guar.                                | 971,400                 | 10    | 100  | 100           |
| New York & Harlem, pref. and guar.                        | 1,500,000               | 8     | 100  | 100           |
| " com. and guar.  | 8,500,000               | 8     | 100  | 100           |
| Niagara Br. & Canandaigua, guar.                          | 1,000,000               | 6     | 100  | 100           |
| North Eastern (S. C.), preferred                          | 105,000                 | 8     | 100  | 100           |
| Northern New Jersey, guar.                                | 1,000,000               | 8     | 100  | 100           |
| Norwich and Worcester, guar.                              | 2,823,400               | 10    | 100  | 100           |
| Ogdensburg & Lake Champlain, guar.                        | 3,077,000               | 7     | 100  | 100           |
| " pf. and guar.   | 2,000,000               | 8     | 100  | 100           |
| Ohio and Mississippi, preferred                           | 4,030,000               | 7     | 100  | 100           |
| Oswego and Syracuse, guar.                                | 1,144,400               | 9     | 100  | 100           |
| Panama, guaranteed  | 7,000,000               | 12    | 100  | 100           |
| Patterson and Hudson, guar.                               | 630,000                 | 8     | 100  | 100           |
| Pemberton and Hightstown, guar.                           | 342,000                 | 6     | 100  | 100           |
| Pooria and Bureau Valley, guar.                           | 1,200,000               | 8     | 100  | 100           |
| Philadelphia and Erie, preferred                          | 2,400,000               | 10    | 100  | 100           |
| Phila. Germantown & Norristown, guar.                     | 2,231,900               | 12    | 100  | 100           |
| Philadelphia and Reading, pref.                           | 1,551,687               | 10    | 100  | 100           |
| Philadelphia and Trenton, guar.                           | 1,259,100               | 10    | 100  | 100           |
| Pittsburg, Ft. Wayne & Chic., guar.                       | 22,214,285              | 7     | 100  | 100           |
| Pittsburg and North Adams, guar.                          | 460,000                 | 5     | 100  | 100           |
| Portland, Saco & Portsmouth, guar.                        | 1,500,000               | 10    | 100  | 100           |
| Rochester & Genesee Valley, guar.                         | 557,500                 | 7     | 100  | 100           |
| Rutland, pref. and guaranteed                             | 4,300,000               | 7     | 100  | 100           |
| St. Louis, Alton & Terre Haute, guar.                     | 2,468,400               | 7     | 100  | 100           |
| St. Louis, Jacksonv. & Ch. pf. and guar.                  | 1,054,100               | 7     | 100  | 100           |
| St. Louis, Kansas City & Nor., pref.                      | 12,000,000              | 5     | 100  | 100           |
| Schuykill Valley, guaranteed                              | 576,000                 | 5     | 100  | 100           |
| Shamokin V. & Pottsville, guar.                           | 869,450                 | 6     | 100  | 100           |
| Toledo, Pooria & Warsaw, 1st pref.                        | 1,700,000               | 7     | 100  | 100           |
| " 2d pref.  | 1,000,000               | 7     | 100  | 100           |
| Toledo, Wabash and Western, pref.                         | 1,000,000               | 7     | 100  | 100           |
| Warren, guaranteed  | 1,800,000               | 7     | 100  | 100           |
| <b>CANAL STOCKS.</b>                                      |                         |       |      |               |
| Delaware Division, guar.                                  | 1,638,350               | 8     | 100  | 100           |
| Delaware and Raritan, guar.                               | 6,847,500               | 10    | 100  | 100           |
| Morris, preferred and guaranteed                          | 1,175,000               | 10    | 100  | 100           |
| " com. and guar.  | 1,696,000               | 4     | 100  | 100           |
| Schuykill Navigation preferred                            | 3,008,977               | 6     | 100  | 100           |

## New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 1.

Th.26. F.27.Sat.28. M.30.Tu.31.W.1

|                                |     |     |     |     |     |
|--------------------------------|-----|-----|-----|-----|-----|
| Boston, Hart. & Erie.....      | 11  | 11  | 11  | 11  | 11  |
| Union Co.....                  | 72  | 72  | 72  | 72  | 72  |
| Central Pacific.....           | 91  | 94  | 94  | 94  | 94  |
| Central of N. Jersey.....      | 105 | 107 | 107 | 107 | 107 |
| Chesapeake & Ohio 1 m.....     | 106 | 106 | 106 | 106 | 106 |
| Chicago & Alton.....           | 107 | 107 | 107 | 107 | 107 |
| " pref.....                    | 106 | 106 | 106 | 106 | 106 |
| " 1 M.....                     | 107 | 107 | 107 | 107 | 107 |
| " S. F.....                    | 91  | 91  | 91  | 91  | 91  |
| " Inc. bds.....                | 104 | 104 | 104 | 104 | 104 |
| Chicago, Burl. & Q.....        | 104 | 104 | 104 | 104 | 104 |
| " 8s, 1885.....                | 110 | 110 | 110 | 110 | 110 |
| Chic. & Northwestern.....      | 56  | 57  | 56  | 56  | 56  |
| " pref.....                    | 73  | 73  | 73  | 72  | 72  |
| " 1st M.....                   | 107 | 107 | 107 | 107 | 107 |
| " S. F.....                    | 92  | 92  | 92  | 92  | 92  |
| " Consol.....                  | 92  | 92  | 92  | 92  | 92  |
| Chic. Rock Isl. & Pac.....     | 107 | 107 | 107 | 107 | 107 |
| Chi. R. I. & Pa. 7s, 1896..... | 105 | 105 | 105 | 105 | 105 |
| Clev., Col. & C. and Ind.....  | 76  | 76  | 76  | 76  | 76  |
| Clev. & Pittsburg guar.....    | 89  | 89  | 89  | 89  | 89  |
| " 2 M.....                     | 90  | 90  | 90  | 90  | 90  |
| " 4 M.....                     | 90  | 90  | 90  | 90  | 90  |
| Clev. and Toledo.....          | 90  | 90  | 90  | 90  | 90  |
| " S. F. 7s.....                | 31  | 31  | 31  | 31  | 31  |
| Col., Chi. & Ind. C.....       | 31  | 31  | 31  | 31  | 31  |
| " 1 M.....                     | 90  | 91  | 91  | 91  | 87  |
| " 2 M.....                     | 66  | 66  | 66  | 66  | 66  |
| Del. & Hudson Canal.....       | 118 | 118 | 118 | 118 | 118 |
| Del. Lack. & Western.....      | 111 | 111 | 111 | 111 | 108 |
| " 1 M 7s.....                  | 104 | 104 | 104 | 104 | 104 |
| " 2 M 7s.....                  | 40  | 40  | 37  | 39  | 39  |
| Erie Railway.....              | 40  | 40  | 37  | 39  | 39  |
| " pref.....                    | 70  | 70  | 70  | 70  | 70  |
| " 1 M 7s, 1897.....            | 98  | 98  | 98  | 98  | 98  |
| " 2 M 7s, 1879.....            | 98  | 98  | 98  | 98  | 98  |
| " 3 M 7s, 1883 98.....         | 98  | 98  | 98  | 98  | 98  |
| " 4 M 7s, 1880.....            | 100 | 100 | 100 | 100 | 100 |
| " 5 M 7s, 1888.....            | 100 | 100 | 100 | 100 | 100 |
| " 7s, con. gold.....           | 83  | 83  | 83  | 83  | 83  |
| Great Western 2d mort.....     | 32  | 32  | 32  | 32  | 31  |
| Kan. and St. Joseph.....       | 31  | 32  | 32  | 32  | 31  |
| " pref.....                    | 89  | 41  | 40  | 40  | 40  |
| " 8s, conv. 81.....            | 81  | 81  | 81  | 81  | 81  |
| Hudson River.....              | 106 | 106 | 106 | 106 | 106 |
| " 2 M S. F.....                | 106 | 106 | 106 | 106 | 106 |
| " 3 M 7s, 1875.....            | 106 | 106 | 106 | 106 | 106 |
| Illinois Central.....          | 104 | 105 | 105 | 105 | 105 |
| " 7s.....                      | 80  | 80  | 80  | 80  | 79  |
| Lake Shore & Mich. Sth.....    | 80  | 80  | 80  | 80  | 79  |
| Marletta & Cin. 1st pref.....  | 80  | 80  | 80  | 80  | 80  |
| " 2d pref.....                 | 80  | 80  | 80  | 80  | 80  |
| Michigan Central.....          | 88  | 87  | 87  | 87  | 87  |
| " S. F. 5s, 1882.....          | 88  | 87  | 87  | 87  | 87  |
| M. S. and N. I. M. S. F.....   | 88  | 87  | 87  | 87  | 87  |
| " 2 M.....                     | 45  | 45  | 44  | 44  | 44  |
| Milw. and St. Paul.....        | 44  | 45  | 44  | 44  | 44  |
| " pref.....                    | 65  | 64  | 64  | 64  | 64  |
| " 1st mort.....                | 65  | 64  | 64  | 64  | 64  |
| " 2d mort.....                 | 107 | 107 | 107 | 107 | 107 |
| " 8s.....                      | 107 | 107 | 107 | 107 | 107 |
| " 7 S-10s con.....             | 95  | 95  | 95  | 95  | 95  |
| " 7s, gold.....                | 94  | 94  | 93  | 94  | 94  |
| Missouri.....                  | 94  | 94  | 93  | 94  | 94  |
| " H. & St. J. ins.....         | 91  | 91  | 91  | 91  | 91  |
| Morris and Essex.....          | 93  | 93  | 93  | 93  | 93  |
| " 1st mort.....                | 107 | 107 | 107 | 107 | 107 |
| " 2d mort.....                 | 100 | 100 | 100 | 100 | 100 |
| N. Y. Cen. & Hud. Riv.....     | 101 | 101 | 101 | 101 | 101 |
| " 7s, S. F. 1876.....          | 95  | 95  | 95  | 95  | 95  |
| " 6s, S. F. 1883.....          | 95  | 95  | 95  | 95  | 95  |
| " 6s, S. F. 1887.....          | 95  | 95  | 95  | 95  | 95  |
| N. York and Harlem.....        | 132 | 129 | 129 | 129 | 129 |
| " 1 M 7s, 1875.....            | 132 | 133 | 133 | 133 | 133 |
| N. York N. Hav. & Hart.....    | 132 | 133 | 133 | 133 | 133 |
| N. Carolina 6s, old.....       | 29  | 29  | 29  | 29  | 29  |
| " new.....                     | 21  | 21  | 21  | 21  | 21  |
| Ohio and Miss.....             | 31  | 31  | 31  | 31  | 31  |
| " pref.....                    | 31  | 31  | 31  | 31  | 31  |
| Pacific Mail S. S. Co.....     | 47  | 47  | 48  | 48  | 48  |
| Panama.....                    | 116 | 116 | 115 | 115 | 115 |
| Pitta. Ft. W. & Chi. gtd.....  | 94  | 94  | 94  | 94  | 94  |
| " 1 M.....                     | 101 | 101 | 101 | 101 | 101 |
| " 3 M.....                     | 94  | 94  | 94  | 94  | 94  |
| Quicksilver Mining Co.....     | 31  | 31  | 31  | 31  | 31  |
| St. L., Alton & T. H.....      | 86  | 86  | 86  | 86  | 86  |
| " pref.....                    | 86  | 86  | 86  | 86  | 86  |
| " 1 M.....                     | 87  | 87  | 87  | 87  | 87  |
| " 2 M pref.....                | 87  | 87  | 87  | 87  | 87  |
| " Income bds.....              | 75  | 75  | 75  | 75  | 75  |
| Fennessee 6s, old.....         | 90  | 90  | 90  | 90  | 90  |
| " new.....                     | 90  | 90  | 90  | 90  | 90  |
| Tol., Wab. & Western.....      | 46  | 46  | 44  | 44  | 44  |
| " pref.....                    | 46  | 46  | 46  | 46  | 46  |
| " 1 M.....                     | 46  | 46  | 46  | 46  | 46  |
| " 2 M.....                     | 46  | 46  | 46  | 46  | 46  |
| " Equipment.....               | 86  | 86  | 86  | 86  | 86  |
| St. Lou. Div.....              | 86  | 86  | 86  | 86  | 86  |
| Union Pacific.....             | 36  | 36  | 37  | 37  | 37  |
| " 1st mort.....                | 86  | 86  | 86  | 86  | 86  |
| " L. Gt. 7s.....               | 84  | 84  | 84  | 84  | 84  |
| " Inc. 10s.....                | 85  | 85  | 87  | 87  | 87  |
| Virgin. 6s, old.....           | 61  | 61  | 61  | 61  | 61  |
| " new.....                     | 61  | 61  | 61  | 61  | 61  |
| " consol.....                  | 61  | 61  | 61  | 61  | 61  |
| " def. cert.....               | 61  | 61  | 61  | 61  | 61  |

## New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 1.

Th.26. F.27.Sat.28. M.30.Tu.31.W.1

| FEDERAL STOCKS:—               |     |     |     |     |     |
|--------------------------------|-----|-----|-----|-----|-----|
| U. S. 5s, 10-40s, reg.....     | 115 | 114 | 114 | 115 | ... |
| U. S. 5s, 10-40s, coup.....    | 115 | 115 | 115 | ... | 115 |
| U. S. 5s, 1881, reg.....       | 115 | ... | ... | ... | ... |
| U. S. 5s, 1881, coup.....      | ... | 115 | ... | 115 | 115 |
| U. S. 5s, 1881, reg.....       | 119 | 119 | 120 | 119 | ... |
| U. S. 5s, 1881, coup.....      | 120 | 120 | 121 | 120 | 120 |
| U. S. 6s, 5-20s, reg. '62..... | ... | 118 | ... | ... | ... |
| U. S. 6s, 5-20s, c. 1862.....  | 117 | 118 | 118 | 117 | 118 |
| U. S. 6s, 5-20s, reg. '64..... | 119 | ... | ... | ... | ... |
| U. S. 6s, 5-20s, c. 1864.....  | 120 | 119 | 119 | 119 | ... |
| U. S. 6s, 5-20s, reg. '65.119  | 119 | 119 | ... | ... | ... |
| U. S. 6s, 5-20s, c. 1865.120   | 120 | ... | ... | ... | ... |
| U. S. 6s, 5-20s, r. n. '65.118 | 119 | ... | ... | ... | ... |
| U. S. 6s, 5-20s, c. n. '65.119 | 119 | 119 | 119 | 119 | 119 |
| U. S. 6s, 5-20s, reg. '67.119  | 120 | 119 | 119 | 119 | ... |
| U. S. 6s, 5-20s, c. 1867.120   | 120 | 120 | 120 | 120 | 120 |
| U. S. 6s, 5-20s, reg. '68..... | ... | ... | ... | ... | ... |
| U. S. 6s, 5-20s, c. '68.....   | 120 | 120 | 119 | 119 | ... |
| U. S. 6s, Pac.R.R.issue.....   | 117 | ... | 117 | 117 | ... |

## Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 1.

|                         | Th. 26. | F. 27. | Sat. 28. | M. 30. | Tu. 31. | W. 1. |
|-------------------------|---------|--------|----------|--------|---------|-------|
| Boston and Albany       | 138     | 139    | 139      | 140    | 140     |       |
| Boston and Lowell       | 108     | 108    | 108      | 109    | 109     |       |
| Boston and Maine        | 108     | 108    | 108      | 109    | 109     |       |
| Boston and Providence   | 108     | 108    | 108      | 109    | 109     |       |
| Boston, Hartford & Erie | 30      | 30     | 29       | 29     | 28      |       |
| Cheshire, pref.         | 79      | 79     | 79       | 81     | 81      |       |
| Chl. Burl. & Quincy     | 104     | 104    | 104      | 104    | 105     |       |
| Concord                 | 104     | 104    | 104      | 104    | 105     |       |
| Connecticut River       | 136     | 136    | 136      | 136    | 136     |       |
| Eastern                 | 69      | 70     | 72       | 69     | 68      |       |
| Fitchburg               | 122     | 122    | 122      | 122    | 122     |       |
| Manchester & Lawrence   | 86      | 87     | 87       | 87     | 87      |       |
| Michigan Central        | 107     | 107    | 108      | 108    | 108     |       |
| Northern, N. H.         | 107     | 107    | 108      | 108    | 108     |       |
| Ogdens & Lake Champlain | 50      | 50     | 50       | 50     | 50      |       |
| Old Colony              | 111     | 112    | 112      | 111    | 111     |       |
| Ph. Wil. & Baltimore    | 55      | 55     | 55       | 55     | 55      |       |
| Port'd, Saco & Portland | 115     | 115    | 115      | 115    | 115     |       |
| Union Pacific           | 36      | 36     | 36       | 36     | 36      |       |
| " Land Grant 7s         | 83      | 84     | 84       | 84     | 84      |       |
| " Income 10s            | 87      | 88     | 88       | 88     | 88      |       |
| Vermont & Canada        | 81      | 81     | 81       | 81     | 81      |       |
| Vermont & Mass.         | 81      | 81     | 81       | 81     | 81      |       |
| South Boston (Horse)    | 100     | 100    | 100      | 100    | 100     |       |
| Cambridge               | 44      | 44     | 44       | 44     | 44      |       |
| Metropolitan            | 25      | 25     | 25       | 25     | 25      |       |
| Middlesex               | 25      | 25     | 25       | 25     | 25      |       |
| Central Mining Co.      | 25      | 25     | 25       | 25     | 25      |       |
| Copper Falls            | 25      | 25     | 25       | 25     | 25      |       |
| Franklin                | 25      | 25     | 25       | 25     | 25      |       |
| National                | 25      | 25     | 25       | 25     | 25      |       |
| Quincy                  | 37      | 38     | 38       | 38     | 37      |       |

## London Stock Exchange.

|  | Closing | Prices. |
|--|---------|---------|
| Atlantic & Gt. W. 1st mort., \$1,000                               | 66      | 68      |
| Do. 2d mort., \$1,000  | 47      | 49      |
| Do. Con. mort. B'nds Bisch's Cert.                                 | 21      | 22      |
| Do. Reorg. Scrip.  | 82      | 85      |
| Do. Lease Lines, Rental Bonds                                      | 71      | 73      |
| Detroit & Milwaukee 1st mort. Bonds                                | 50      | 55      |
| Do. 2d   | 41      | 42      |
| Erie shares 100 dol. all paid                                      | 98      | 98      |
| Do. 6 per cent Convertible Bonds                                   | 93      | 95      |
| Cons. Mort. amount antho. to be issued for conv. of existing bonds | 95      | 96      |
| Illinois Central 100 shares all paid                               | 101     | 103     |
| Do. Redemption mort. bonds 6 p.c. 101                              | 101     | 103     |
| Illinois & St. Louis Bridge 1st mort.                              | 101     | 103     |
| Marquette and Cincinnati Rail. Bonds                               | 94      | 97      |
| Michigan Central 8s 1882, conv.                                    | 90      | 92      |
| Panama 2d mort.  | 98      | 99      |
| Panama General mort.   | 98      | 99      |
| Pennsylvania, 2d mort.   | 98      | 99      |
| Do. General mort.  | 98      | 99      |
| Do. 50 shares  | 47      | 48      |
| Philadelphia and Erie 1st mort.                                    | 97      | 99      |
| Do. with option to be paid in Phila.                               | 97      | 98      |

## American Railroad Journal.

Saturday, April 4, 1874.

## Stock Exchange and Money Market.

Money has been more active. The demand from speculative sources has been more animated, while from mercantile borrowers there has been a more urgent inquiry for accommodation. Rates have shown more firmness, with call loans quoted at 3@5, generally at 4@5, and the best discounts at 6@7 per cent per annum. The banks have added moderately to their loan and discount averages. The Washington reports, through the week, have been of a disturbing nature, and have tended to unsettle confidence as to financial, as well as commercial values. The Secretary of the Treasury announced on Monday that five millions of Gold would be offered for sale, through the New York office, as follows: Thursday, April 2, \$1,000,000; Thursday, April 9, \$1,000,000; Thursday, April 16, \$1,000,000; Thursday, April 23, \$1,000,000; Thursday, April 30, \$1,000,000. The U. S. Sub Treasury in this city closed the week with currency balance of \$38,492,853 or \$466,106 more than the preceding week; and a coin hoard of \$54,089,782, or \$1,633,375 less than on the previous return. The City banks, in their last weekly exhibit, indicated a further reduction in

their specie and deposit averages. The City bank exchanges, during the week, were \$444,832,108, or a daily average of \$74,138,684. The customs revenue of the port, during the week, was \$2,400,755 of which \$2,272,755 were in coin certificates. The deposits of the City banks show a decrease of \$1,260,200; the legal tender notes an increase of \$400,700, and the specie reserve a reduction of \$1,256,700. The banks enlarged their loan and discount average \$311,300, and their circulation \$9,100. The City banks reported their average of gold last week at \$25,439,300 and their greenback average at \$60,585,100. Their deposits stood at \$239,730,900. The loan item was about 286½ millions. The circulation was less than 26¼ millions.

The U. S. Sub-Treasury receipts in March were \$43,374,431, including \$11,029,633 from customs; payments, \$42,848,629, including \$1,077,472 of coin interest.

The outstanding amount of legal tender notes is yet 382 millions; and of National bank circulation \$348,751,869.

Government has received about 73½ millions from internal revenue, thus far in the current fiscal year.

The U. S. Treasurer now holds in trust as security for national bank circulation, U. S. bonds to the amount of \$392,880,200 and for public deposits, \$16,270,200.

Gold has been quoted decidedly stronger in price, on a more spirited speculative movement, stimulated in part, by the Washington reports of a probable enlargement of the volume of currency. The customs drain has been fair, and the export call on the increase. The extremes of the price have been 112¾@113¾, closing at 113¾ as against 112¾ on Wednesday of the preceding week. The specie outflow, last week, was \$848,811. The imports of specie at this port since Jan. 1, have been \$1,135,873, against \$652,852 same time last year. The customs demand for Gold last week averaged \$410,834 a day. Foreign Exchange has been in fair demand, closing rather more firmly, with Bankers' sixty day bills on London quoted on Wednesday at \$4 84¼@84 85; sight bills on London, at \$4 87½@84 88. The week's exports of Domestic Produce have been to the currency value of \$6,047,968.

The amount of U. S. currency outstanding on the 1st inst. was \$431,761,363.

Government securities have been quoted higher, with a livelier business reported, chiefly in the way of purchases on investment account. U. S. sixes of 1881 closed on Wednesday of this week at 120¾@121; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864 at 119¾@120; U. S. Five-Twenties of 1865, 120½@120¾; U. S. Five-Twenties of 1865 consolidated, 119½@119¾; U. S. Five-Twenties of 1867, 120½@120¾; U. S. Five-Twenties of 1868, 119¾@120; U. S. Tenths at 115½@115¾; U. S. Fives of 1881, (Funding Loan) 115@115½; Six per cent. currency Sixes from 117@117¾.

State and Railway bonds have been moderately inquired for since our last, and have been held with firmness. Central Pacific first mortgage six per cents closed at 94¼@94½. Chesapeake and Ohio First Mortgage Bonds, Six per cents, 56@56½. Railway and miscellaneous share property

has been quite active but variable as to values, closing, however, rather tamely and heavily.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$12,431,936, against \$13,884,598 same week last year. The exports of domestic produce are \$6,047,968, as against \$5,361,289, last year. The exports of Gold and Silver, \$848,811, as against \$748,012 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$2,466,200, as against \$2,970,295, same week last March.

General business has been more active in the line of domestic produce, with Breadstuffs, Cotton, Provisions, Petroleum, and Naval Stores quoted firmer, though closing irregularly. Groceries have also attracted more attention. Sugars and Molasses quoted a shade dearer. Wool, Tobacco, Hemp, Hides, and Leather have been in moderate request at about former rates. The Metal trade has been very dull throughout, with only a restricted call, for supplies for prompt use. The dealings in Iron have been comparatively unimportant. We now quote: Eglinton Pig Iron at \$38@39; Glengarnock, \$39@41; Coltness, \$44; Gartsherrie, \$46; No. 1 American Pig at \$35; No. 2 do. at \$31@33; Forge, \$29@31; English Rails at \$55@60, gold; American Rails at works, \$62 50 @65; Old Rails, \$40; Wrought Scrap, \$40@42 50. Ocean freights have been more active, but closing, however, with berth rates quoted much stronger than early in the week.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 41½; do. 1st mort., 78¾; Ohio and Mississippi 7s, consol., S. F., 92¾; Toledo, Wabash and Western 7s, consol., 71; St. Louis and Iron Mt. R. R., 54; do. 2d mort., 81; Chicago and Northwestern consol. gold bonds, 88½; Buffalo and Erie 7s, new, ex int., 95; New York Central 1st mort., 106; Western Pacific bonds, 87; Central Pacific State-aid bonds, 100; Gt. Western 1st mort., 1888, 92¾; Pacific R. R., 7s, guar. by Mo., 98¾; Bellville and Southern Ills. 1st mort., 97; Long Dock bonds, 99½; North Mo. 1st mort., 86; Albany and Susquehanna R. R., 95; do. 1st mort., 103½; do. 2d mort., 100½; Central of New Jersey 7s, 1902, conv., 102¼; Detroit, Monroe and Toledo, 1st mort., 98; Cleveland and Toledo 7s, new, 101; Canada Southern 1st mort., 67½; Burlington, Cedar Rapids and Minnesota 1st mort., 63; St. Louis, Jacksonville and Chicago 1st mort., 96½; Lake Shore div. bonds, 98; Cleve., Col., Cin. and Ind 1st mort., 103¾; Galena and Chicago 2d mort., 100; Cin., Laf. and Chicago 1st mort., 82¼; Am. Dock and Imp. 7s, 58; Boston, Hartford and Erie 1st mort., 80; Lake Shore and Michigan Southern 7s, consol., coupon, 97; Michigan Central 7s, 98½; Atlantic and Pacific R. R. pref., 16½; Mil. and St. Paul 1st mort. LaC. div., 89½; do. C. & M. div., 81; do. scrip., 77½; St. Louis, Kansas City and Northern pref. 25½; Rensselaer and Saratoga R. R., 109; Chicago and Alton scrip., 97½; Western Union Telegraph, 79½; Am. Dist. Tel., 58; Quick-silver pref., 35; Am. Coal, 65; Consol. Coal of Md., 48; Adams Exp., 98½; Am. Exp., 62¾; Wells-Fargo Exp., 77½; Brooklyn 6s, W. L., 93½; N. Y. State B. L., reg., 107; Ohio 6s, 1888, 105;

Tenn. 6s, old, ex-coupon, 68½; do. new, ex-coupon, 69½; North Carolina 6s special tax, 3d class, 9; do. F. A. 1866, 27.

**Philadelphia.**—Allegheny Valley 7 3 10s, 92; Pennsylvania and New York 7s, 103½; Shamokin Valley and Pottsville 7s, 92; Northern Pacific 7-30s, 83; Schuylkill Nav. 6s, 1895, 74; Susq. Canal 6s, 72; Phila. and Reading Gen'l mort., 7s, coupon, 103; do. 7s, new, conv., 104¾; Wilmington and Reading 1st mort., 86; Cape May and Millville 7s, 95; Philadelphia and Reading C. and I. debent. bonds, 81¼; do. mort. 88; Warren and Franklin 1st mort., 75; Huntingdon and Broad Top Mt. 2d mort., 95; Pittsburg Cin. and St. Louis 7s, 68; Westchester and Philadelphia 7s, 104¾; Pennsylvania R. R. div. scrip, 98¾; Nesquehoning R. R., 53; Catawissa new pref., 34½; Camden and Atlantic pref., 40¼; Harrisburg and Lancaster R. R., 51; Pennsylvania State coupon 6s, 1877, 101½; Philadelphia City 6s, 98; Camden City 6s, 89; Pittsburg 7s, W. L., 99½; Susq. Coal bonds, 65. The latest quotations are: City 6s, 101¼@101¼; do. free of tax, 103¼@103¾; Pennsylvania State 6s, 2d series, 105@106; do. 3d series, 109@110; Philadelphia and Reading 57½@57¾; do. Gen'l mort. 7s, coup., 101¼@—; do. reg., 103@105; do. mort. 6s, 1880, 98@101; do. new, conv., 104½@105; do. 7s, 1893, 105¼@—; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 98@99½; Pennsylvania R. R., 51¾@52; do. div. scrip, 98¼@98½; do. 1st mort., 100¼@100¾; do. 2d mort., 101@102; do. general mort. coupon, 90¼@90½; do. reg., 91@—; Little Schuylkill R. R., 46¼@47; Morris Canal, 50@52; do. pref., 121@123; do. 6s, 93@—; Susquehanna Canal, 5@9; do. 6s, 72@73; Schuylkill Nav., 6@6½; do. pref., 12@12½; do. 6s, 1882, 77@77; do. 1872, 88½@88½; Elmira and Williamport pref., 37½@39; do. 7s, 1873, 97@100; do. 6s, 33@35; Lehigh Coal and Navigation, 45½@45½; do. 6s, 1884, 93@95; do. R. R. Loan, 95@95¼; do. Gold Loan, 96¼@96¾; North Pennsylvania, 45@46; do. 6s, 98½@99½; do. 7s, 102@102½; do. Chatte 10s, 103@—; Philadelphia and Erie, 20½@21; do. 6s, 92@94; do. 7s, 87@88; Minehill, 52¼@52¾; Catawissa, 15@16; do. pref. 43@43¼; do. 7s, 1900, 100¾@101¼; Lehigh Valley, 59½@59¾; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 103@103½; Fifth and Sixth streets (horse) 56@58; Second and Third, 60@61; Thirteenth Fifteenth, 21@21¾; Spruce and Pine, 28@30; and Green and Coates 47@49½; Chestnut and Walnut, 60@60½; Hestonville, 19¾@20¼; Germantown, 37@40.

**Boston.**—Nashua and Lowell R. R., 135; Rutland R. R., 4¾; do. pref., 31; do. scrip, No. 5, 79; Indianapolis, Cincinnati and Lafayette R. R., 7½; do. scrip, 90; Norwich and Worcester R. R., 126½; Cincinnati, Sandusky and Cleveland R. R., 9¾; Conn. and Passumpsic River R. R., 76¼; Burlington and Missouri River R. R. in Iowa, 102; do. in Nebraska, 64¼; do. Creston Branch, 100; do. 8s, in Nebraska, new, 94¾; do. old, 100; do. 7s, L. G., 99; Chicago, Burlington and Quincy 7s, 96½; Boston and Maine 7s, 103½; Atchison, Topeka and Santa Fe 7s, L. G., 57¼; Old Colony 7s, 1894, 104¾; Boston Water Power Co., 14½; Cary Imp., 7; New Hampshire 6s, 99¼; Boston 6s, 1880, currency, 99½; Chicago 7s, 99; Allouez

Mining Co., 8½; Calumet and Hecla, 188½; Dana, 60c.; Duncan, 60c.; Madison, 40c.; Mesnard, 1¼; Petherick, 2¼; Pewabic, 7; Ridge, 7¼; South Side, 35c.; Star, 1¼; St. Clair, 2½; Winthrop 35c.

**Baltimore.**—Northern Central 6s, 1900, gold, 91½; Orange, Alex. and Manassas 7s, 80¼; Richmond and Danville 1st mort., 70; Northern Pacific 7 30s, 34¾; Wilmington and Weldon R. R., 67; Virginia consols, ex-coupons, 47¾; Virginia consols, coupons, 76; Maryland Defense 6s, 105; Georgia 7s, 87¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68@73; Pittsburg and Connellsville 7s, 1898, 88¾@89; Baltimore and Ohio, 171¼@172; do. 6s, 1875, 99¾@100¼; do. 1880, 99@100; do., 1885, 100¼@100½; Parkersburg Branch, 5@10; Northern Central, 38½@38¾; do. 6s, 1885, 91@93; do. 1900, 90@91½; do., 6s, 1900 gold, 91@91¼; N. W. Va. 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾@101½; do. 2d mort., 7s, 92¼@92½; do., 3d mort., 8s, 78@78¾; Central Ohio, 42½@43; do. pref., 40@45; do. 1st mort., 89@89½; Western Md., 1@3; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95@96; do. 2d mort. guar., 95@96; do. 3d mort., guar., 95@95¾; do. 2d mort. pref., 61@62; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 70@72; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 79¾@80¼; do., 3d mort. 8s, 81@85; do., 4th mort. 8s, 75@76; Orange, Alex. and Manassas 7s, 80@80½; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 65@75; do. 8s, 80@85; Baltimore 6s, 1875, 100¾@101½; do., 1884, 98½@100; do. 1886, 99@99½; do. 1890, 98¾@99¼; do., 1893, 97@98; do. 1893, exempt, 97¼@97½; do., 1900, 98¾@98½; do. 1900 new, 98@99; do. 1902, 98¼@99; Memphis City 6s, 49@50¼; Maryland Defense Loan, 1883, 105@105½; Virginia 6s, old, —@40; do. new, 43@50; do. consol. 6s, 50¼@50½; do. coupons, 75¼@76; West Virginia, 10@10¾; City Passenger R. R., 17@17½; George's Creek Coal, 130@140.

The officers of the Indianapolis and St. Louis Railway, recently elected, are: E. W. Woodward, President; Edward King, Secretary and Treasurer; A. J. McDowell, Auditor; and Samuel Woodward, General Superintendent.

A new railroad is to be built from the Delaware River, near the mouth of Monroe Creek, in Hopewell, Township, to the Central Railroad at Bound Brook, N. J. The capital stock of the company is \$1,000,000.

The Philadelphia and Reading Railroad Company have declared a quarterly dividend of 2½ per cent in cash, on the preferred and common stock, payable, clear of all taxes, at the office of the company in Philadelphia on and after the 24th inst.

The Delaware, Lackawanna and Western Railroad Company have declared a quarterly dividend of 2½ per cent, payable on and after the 20th inst.

A dividend of three per cent, has been declared on the stock of the Dubuque and Sioux City Railroad Company, payable on the 15th of April, at the office of the company, 59 Liberty St., N. Y.

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## The House Transportation Bill.

The *Tribune*, of the 31st ult., has the following dispatch from Washington on the above subject:

There are as yet no indications of an early consideration of the Transportation bill in the Senate. Some of the opponents of the measure assert that the leading railroad men of the country desire its passage on the ground that it will lead to the assumption by the Government of complete authority over all the railroads of the country, whether inter-State or local, and that it will be far easier for the companies to deal with a single Government Commission than with thirty-seven different State Legislatures. The Commission, it is argued, would be removed from the influence of the Granger movement, which begins to exert such a power in the Legislatures of the Western States as to trouble the railroad companies. There would be no difficulty in making the provisions of the bill apply to nearly all the roads, because every one running through freight or passenger cars destined to cross a State line, would come within the terms of the bill, and would be free from the annoyance of hostile State legislation, by placing itself under the authority of the Government Commission. The passage of the bill by the House is still spoken of as a buncombe performance.

The stockholders of the Toledo, Peoria and Warsaw Railway Company have elected John B. Brown, Jas. F. Secor, Charles A. Secor, J. W. Smith, Charles Bard, L. V. F. Randolph, J. D. Fish, Charles L. Frost, and John Newell, as directors of the company for the ensuing year.

The Union Pacific Railroad Company has issued a circular announcing its readiness to give \$6000 of its eight per cent mortgage bonds for \$5000 of the income bonds now maturing. To facilitate exchange the company will pay on September 1 as much interest as if the ten per cent bonds had not been exchanged.

The bridge over Red River, at Fulton, Ark., was finished March 21st, and trains of the Cairo and Fulton Road will hereafter run to Texarkana without change.

The Directors of the Pennsylvania Railroad have unanimously re-elected their old officers—John Edgar Thomson, President; Thomas A. Scott, First Vice President, and George B. Roberts, Second Vice President.

The opening of the Parker and Karns City Railroad—extending from Parker to Karns City—will be celebrated on Wednesday, the 8th of April.

A Syracuse (N. Y.) firm has been awarded the contract for the construction of a ship canal from Port Dalhousie, Lake Ontario, to Thorold, a Canadian work.

**Atlantic and Lake Erie Railway.**

The Directors of the Atlantic and Lake Erie Railway Company, consisting of V. B. Horton, Thomas Ewing, Charles Foster, Thomas Beer, Wager Swayne, James Taylor, H. P. Platt, J. S. Trimble, J. P. Wetherel and G. B. Johnson, met in Cincinnati last week, and elected officers for the ensuing year as follows:

President, V. B. Horton; Vice President, G. B. Johnson; Secretary and Treasurer, James B. Gormly.

Executive Committee—Messrs. Ewing, Beer, Taylor, Johnson, and the President.

Finance Committee—Messrs. Ewing, Foster, Platt, Trimble, and the President.

The Board concluded a contract with B. B. McDonald & Co., of Bucyrus, Ohio, for the substructure from New Lexington, on the Cincinnati and Muskingum Valley Railway, through the Great Vein coal fields, to Salina, on the Columbus and Hocking Valley Railroad; and for the superstructure from New Lexington to Moxahala. The contractors are required to have the iron and rolling stock on part of the division by the 1st of September next, which will give the several coal companies an outlet for their coal to Cincinnati by the Cincinnati and Muskingum Valley Railway from New Lexington.

The stockholders of the Montpelier and St. Johnsbury and Essex County Railroads held their annual meetings at St. Johnsbury, Vt., on the 21st ult. Each elected the old board of directors, and voted to ratify the contracts executed by and between their companies and the Eastern Railroad Company of Massachusetts, the Portland and Ogdensburg Railroad Company of Maine and New Hampshire, the Montpelier and St. Johnsbury Railroad Company, the Lamoille Valley Junction Railroad Company, the Northern Vermont and Lake Champlain Railroad Company, the Missisquoi Junction Railway Company of Canada, and the Montreal, Chambly and Sorel Railway Company of Canada, bearing date February 25, 1874, and authorized the issue of second mortgage bonds secured by a mortgage of their road and property for the purpose of completing and fully equipping the same as provided in said contracts with said several railroad companies.

The Boston and Newton Railroad Company, formed under the general railroad law of Massachusetts to secure the building of the Newton and Boston Railroad, has been organized by the election of the following persons to act as Directors: J. D. Towle and John F. Boyd of Newton; H. H. Fitch of Boston; W. C. Strong, Charles Dana, C. H. B. Breck, B. F. Ricker, S. W. Trowbridge and Henry Baldwin of Ward Nineteen (Brighton). At a subsequent meeting of the Directors J. D. Towle was chosen President.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending March 21, at 292,817 tons, and for the coal year 2,917,912 tons, against 3,261,573 tons to corresponding time last year, being a decrease of 342,661 tons. The bituminous tonnage for the week is 43,952 tons, and for the year 421,796 tons, giving a total of all kinds for the week of 336,769 tons, and for the year of 3,349,708 tons, against 3,724,806 tons to same time last year, being a decrease of 375,018 tons.

The basis of the compromise between the Pennsylvania Railroad and the New York and Long Branch Railroad, in regard to the bridge over the Raritan River, has been arranged as follows: The Pennsylvania road is to give \$100,000 to widen the draws on each side of the main pier to two hundred feet, and to erect a wrought-iron swinging bridge for this part of the roadway. The work is to be done in five months, and the railroad bridge is to be used in common by both companies.

Under order of the United States Circuit Court for the 6th Circuit the Alabama and Chattanooga Railroad is to be sold at public sale in Mobile, Ala., on the 4th of May. No bid will be received for less than \$5,220,000. The purchaser must pay \$200,000 in cash on the acceptance of his bid, and the balance in sixty days, any or all of it first mortgage bonds. The road is 295 miles long, from Chattanooga southwest to Meridian, Miss.

The Grand Southern (Canada) Railway was recently organized at St. George. W. K. Reynolds A. H. Gillmor, jr., M. P., Francis Hibbard M. P. P., Hugh Ludgate, J. E. Lynott, C. McGee, and Samuel Johnson were elected directors. Subsequently the directors elected W. K. Reynolds President, and appointed J. E. Lynott Secretary, Samuel Johnson, Treasurer, and Geo. McSorley, Solicitor.

The Spartanburg and Ashville Railroad Company has been organized at Charleston, S. C., with C. G. Memminger as President. The road is to be a link in the projected line of direct communication between Charleston and Chicago.

The first mortgage seven per cent bonds of the Nashville, Chattanooga and St. Louis Railway Company have been placed on the free list of the New York Stock Exchange.

A new line of railway from Lodi to Milan, through Wellington and Wakeman, Ohio, is being surveyed.

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The outstanding balance of its Construction Mortgage Debt is about \$5,000,000. These Bonds mature April 1, 1875.

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87,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

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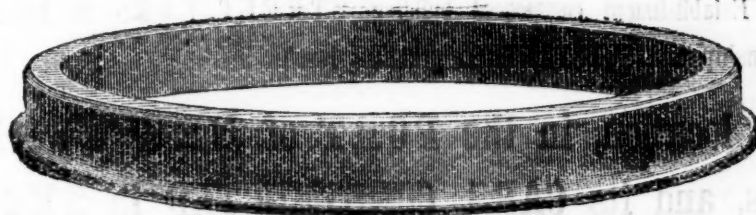
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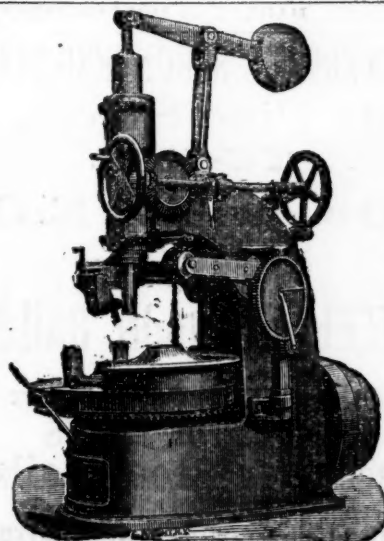
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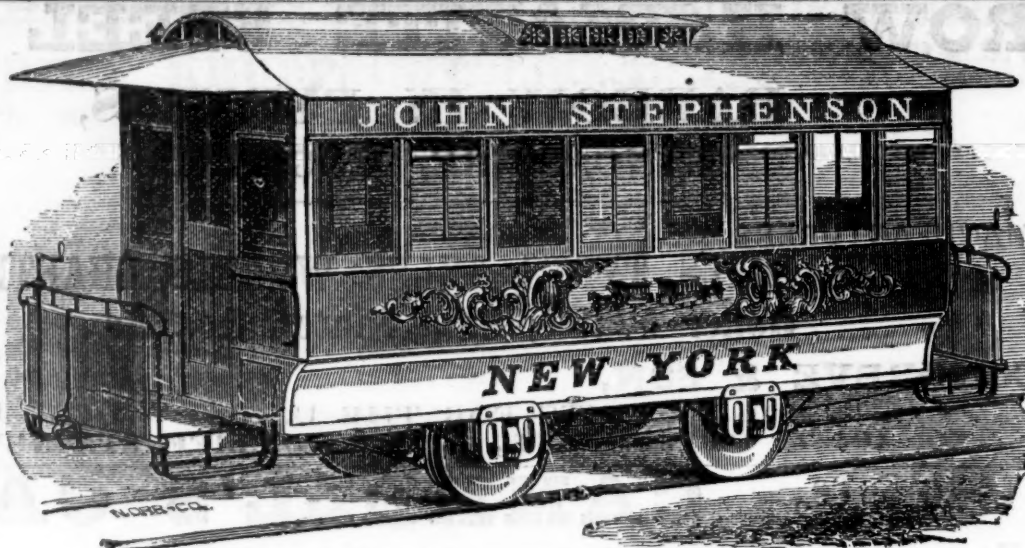
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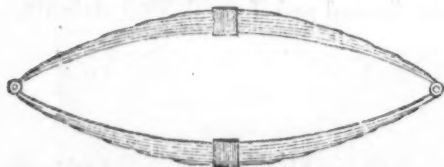
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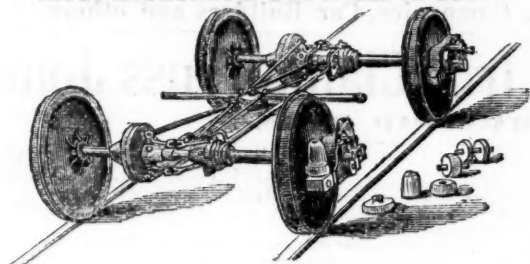
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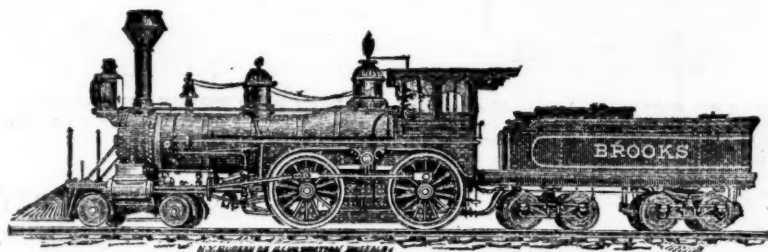
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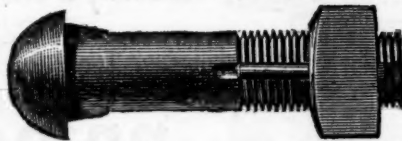
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PATENTED

June 16, 1868.



IMPROVED

August 23, 1876.

Unequaled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

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## Scott's Wrought Iron Clamp Truss Joint FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,  
WEIGHT 20 TO 30 LBS.

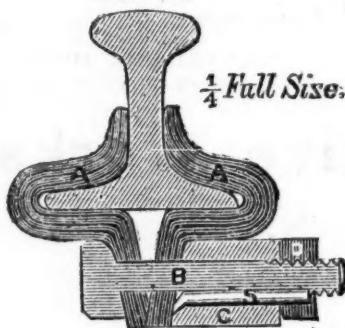
THICKNESS  $\frac{3}{4}$  OF AN INCH.  
COST FROM \$1.30 TO \$1.50.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

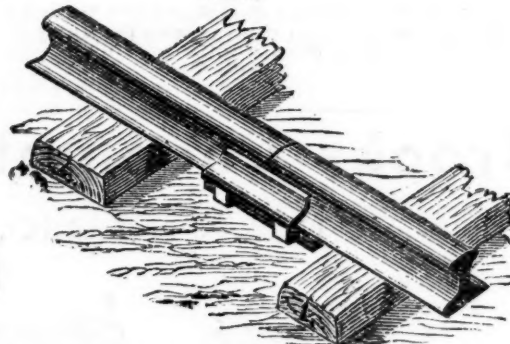
It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.

VIEW.



$\frac{1}{4}$  Full Size.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two  $\frac{3}{4}$  inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—T.—LOCK OF THE NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

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